

The Hongkong Telegraph

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March 26, 1914. Temperature 6 a.m. 70. 2 p.m. 81
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274 1 晚十廿月二年寅甲

TUESDAY, MARCH 26 1914.

四拜禮 號六式月金英港新 SINGLE

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THE ULSTER CRISIS.

GOVERNMENT THREATENED WITH WIDESPREAD REVOLT.

COL. SEELY, MINISTER FOR WAR, RESIGNS.

[Reuter's Service To The "Telegraph,"]

London, Received March 25.

The debate on the Army Estimates, after beginning harmlessly with the question of aeroplanes, developed into a heated controversy on the subject of the Curragh officers. The Liberals were most angry over the supposed yielding of the Government to the officers. The Liberals are dissatisfied with the Government's promise of a full statement to-day as they expected an immediate explanation of the assurances given to General Gough and his comrades.

The opinion in the Lobby, where the excitement was greater yesterday evening than at the most acute stage of the Parliament Act crisis, is that the Government is threatened with a widespread revolt.

Trade Union Threat.

The feelings of the Liberals were evidenced by the tumultuous cheering of a remark by Mr. John Ward (a Labour member) that the question at issue was whether the people are to make laws absolutely without interference either from the King or the Army. Addressing the Opposition he exclaimed: "If you want to force my class to fight you to-morrow, we Trade Unionists must now consider the establishing of a military organisation."

Mr. Beck (Liberal) said many Liberals would rather resign and take the issue to the country immediately than let the House of Commons be dictated to by the officers of the Army.

Mr. Thomas (Labour) pointed out that if the new Unionist doctrine with reference to the Army were to stand, it would be the duty of the Railwaysmen's Union to use half a million of their funds for the purchase of arms and ammunition.

The King Dragged Into The Quarrel.

The Liberal papers give prominence to the speeches of Messrs. Ward and Thomas and describe them as making a turning point in the social history of the country. They also declare the cheering of Mr. Ward's reference to the King to have been unprecedented in the House. There were shouts of " Buckingham Palace " when Mr. Beck referred to officers calling at the war office.

The Daily News demands to know the part played by the King during these last few days; also what Lord Roberts and the Archbishop of Canterbury had been doing.

The Daily Citizen (the Labour organ) openly accuses the King of interfering for months past, and says the Court has been a Conservative committee presided over by Lady Londonderry.

Ministerial "Plot."

The Conservative papers are full of details of a "plot" on the part of Mr. Winston Churchill and Colonel Seely to coerce Ulster. They allege that the First Lord and the Secretary of State for War ordered a secret and rapid movement of troops in combination with warships with a view to surprising and disarming the Volunteers, profiting by the outbreaks following the arrest of the leaders and crush the Volunteers. They assert that the coup was modelled after Mr. Botha's stroke in South Africa.

A miners' agent, addressing colliers in Cumberland on Tuesday, said the time was ripe for the formation of a Trade Union Defence League, ready to take up arms and fight to resist oppression from any source.

A Coming Demonstration.

The Right Hon. Walter Long and Lord Milner are among the speakers at a demonstration to be held in Hyde Park on the 4th April to protest against the coercion of Ulster.

Faction Row.

There was a faction row in Belfast on Tuesday night. Stones were thrown and revolvers were fired, but the police promptly quelled the disturbance. A number were injured—mostly women—and four arrests were made.

Rumoured Resignation.

It is rumoured that Colonel Seely, Secretary of State for War, has tendered his resignation, but it is not known whether it has been accepted.

Lord Lytton, in a letter to the Times, states that if there is a movement of troops from Aldershot to Ireland, they would be faced with the resignation of 50 per cent. of the officers and men of the London territorial regiments.

TO-DAY'S WIRES.

Mr. Churchill and Col. Seely have conferred with Mr. Asquith, after which there was a full meeting of the Cabinet.

Everywhere the reports of the resignations of certain Ministers.

The Cabinet, after sitting to a late hour, summoned General French.

Full Facts Disclosed.

A White Paper issued to-day contains correspondence on the recent events in Ireland.

It begins with a Memorandum by Col. Seely regarding an interview which he had on December 16 with the Officers Commanding in Ulster. Col. Seely says he made a statement to them regarding the duty of soldiers, and when the possibility of resignations of commissions was brought up he finally said he would hold each of them responsible for seeing that there was no conduct subversive of discipline; such conduct would be dealt with under the King's regulations.

The Paper says General Paget reported to the War Office on the night of March 20th that a Brigadier and 27 officers of cavalry preferred to accept dismissal if ordered to the North. Col. Seely replied immediately authorising General Paget to suspend any senior officers who resign or otherwise disputed his authority, ordering General Gough and others to report themselves forthwith at the War Office and directing that they be relieved of their commands. Officers were being sent to replace them, and the resignations of all officers should be refused.

Finally, a letter from the War Office to General Gough said the Army Council was satisfied that the incident connected with the resignations was due to a misunderstanding, but the Government must retain its right to use the forces in Ireland or elsewhere to maintain law and order and support civil power in the execution of its duty. But the Government had no intention whatever of taking advantage of this right to crush political opposition to the policy and principles of Home Rule. It is noteworthy that General Paget's instructions to the officers are not included in the White Paper.

At the interview with the Commanding Officers on December 16 Col. Seely said the law clearly laid down that the soldier

TELEGRAMS.

THE ULSTER CRISIS.

[Reuter's Service To The "Telegraph,"]

London, Received March 25.

was entitled to obey the order to shoot only if reasonable under the circumstances. If, therefore, the officers and men believed they were called upon to take some 'outrageous action—for instance, massacre at a demonstration of Orangemen who were not causing danger to their neighbours—they would, in fact and in law, be justified in contemplating refusing to obey, had as the effects might be upon discipline. But there had never been any intention to give outrageous or illegal orders to the troops. What had to be faced was the possibility that the troops would be required to support the civil power in protecting life and property when the police were overpowered. Attempts had been made to disband the troops from obeying lawful orders.

General Gough wrote on March 23 to the Adjutant General asking on behalf of the officers whether in the event of Home Rule becoming law they could be called upon to enforce it upon Ulster. General Gough on March 20, in reference to a verbal communication from the War Office by General Paget, asks for a clear definition of "duty as ordered and active operation," and says if duty consisted of the maintenance of order and the preservation of property, all officers of the Brigade would carry out that duty. If, however, duty involves the initiation of active operations against Ulster, the following officers respectfully and under protest tender to be dismissed: General Gough then details sixty officers of his Brigade.

Col. Seely's Statement.

Col. Seely, in a long statement emphasising that there is nothing to conceal, explained the precautionary measures to protect the Government deposits. The instructions were issued with the full authority of the Cabinet. It appeared to the Government and General Paget that the movement might result in civil commotion, and they therefore took steps to support them in the event of their being opposed by armed force. They were most anxious throughout to avoid provocative action. Then came the resignation, owing to a complete and honest misunderstanding of General Paget's statement. The officers believed that there was a plan to overwhelm Ulster by a surprise attack, but there was not a shadow of foundation for these rumours.

Col. Seely, continuing, emphasised that the suggestion that the King had taken any initiative in this matter was absolutely without foundation. "In the broadest sense," said Col. Seely, "His Majesty took no initiative of any kind." This he repeated emphatically amid loud opposition cheers.

Col. Seely Resigns.

Col. Seely then announced his resignation, explaining that there was a misunderstanding in the fourth section of the White Paper was signed by himself, General French and General Ewart. It was a Cabinet document, but the signatories were inadvertently allied to the concluding paragraphs which gave the appearance that the officers had secured terms. Col. Seely declared that he alone was to blame, because he was absent from the meeting of the Cabinet which approved the document.

Sir Edward Grey said they loathed any prospect of coercion and still hoped it might be avoided. A conflict might be brought about by the Government and the Army might bring the country very near to a Revolution, but for the Government to allow its policy to be dictated by officers of the Army, was the certain road to disaster. That was why he believed that this had arisen by an honest mis-

TELEGRAMS.

THE ULSTER CRISIS.

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understanding. General Gough did not realise the fire he was kindling by putting an apparently innocent question.

At the conclusion of a prolonged Cabinet meeting Mr. Asquith summoned Lord Stamfordham, Private Secretary to the King.

"A Hellish Suggestion."

Intense excitement was manifested in the House of Commons, which was inflamed by Mr. Churchill's denunciation as a 'hellish suggestion' the question whether he expected the movement of troops and ships to lead to fighting.

Subsequently he withdrew the expression, regretting its use.

Mr. Balfour moved the rejection of the Consolidated Fund Bill, upon which a debate was raised. He accused the Government of manoeuvring to compel Ulster to take the offensive—(Cheers).

Mr. Ramsay MacDonald declared that in the event of tyranny by the majority in Ulster against the minority, he would support the Government in sending troops to Belfast. He advocated higher pay for officers, allowing Democrats to take commissions.

House of Lords Debate.

The House of Lords debated the Ulster situation on the same lines as the House of Commons.

Lord Lansdowne did not believe that the Army would be used to coerce Ulster. The episode had been unfortunate for Col. Seely, and it would be most unfortunate for the Government. Lord Lansdowne stated that the Government never intended the subjugation of Ulster.

War Minister's Resignation.

Colonel Seely, Minister for War, has resigned.

MEN OF THE MOMENT.

Colonel Seely.

The Right Hon. Colonel J. E. B. Seely, D.S.O., whose resignation as Minister for War is announced, is 48 years of age. Formerly he was Unionist and he changed parties during the fiscal controversy. He was from 1908 to 1911 Under Secretary for the Colonies, and, in 1912, he succeeded Lord Haldane as Minister of War. He served with the Imperial Yeomanry in the South African War, and received the Queen's medal, five clasps and was mentioned in despatches, receiving also the D.S.O. decoration. For saving life at sea in 1897 he received a gold medal from the French Government. He has represented the Isle of Wight, the Abercromby Division of Liverpool and the Ilkeston Division of Derby in Parliament, which last-named seat he at present occupies. His majority at the last election was 1,211.

General Ewart.

Lieut. Gen. Sir John Spencer Ewart, K.C.B., has been Adjutant General to the Forces since 1910, prior to which, from 1904, he was Military Secretary to the Headquarters. He has had a distinguished career, having seen service in Egypt, the Nile Expedition, the Soudan and South Africa. He celebrated his 47th birthday on Sunday last.

Mr. J. H. Thomas, M.P.

Mr. James H. Thomas, Labour M.P. for Derby is Organising Secretary to the Amalgamated Society of Railway Servants. He was born of labouring parents and commenced work at the age of nine years as an errand boy. From that he became an engine cleaner and stage by stage he worked his way up to the position of fireman and driver to the Great Western Railway. He was formerly a prominent member of the Swindon Town Council, and in 1910 was President of the A.S.R.S.

TELEGRAMS.

THE ULSTER CRISIS.

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Mr. John Ward, M.P. for Stoke-on-Trent, worked as a navy on the Manchester Ship Canal in his early days. He served in the Soudan in 1885. He is a member of the Social Democratic Federation, and was arrested in Trafalgar Square in 1886. In 1889 he founded the Navvies' Union. He is a M.P. for the County of London.

AUSTRALIA AND JAPAN.

PREMIER'S OUTSPOKEN WORDS.

London, Received March 26.

Reuter's correspondent at Melbourne states that in a speech at a banquet, after referring to Mr. Churchill's speech on the Navy Estimates, the Premier, Mr. Cook said he hoped Australia would always be friendly with Japan and that the treaty would continue. But when they were asked to rely on the Japanese treaty alone for peace in the Pacific a most serious situation was created.

THEIR MAJESTIES.

WARM CHESHIRE WELCOME.

London, Received March 24.

Their Majesties the King and Queen were given an ovation in Chester. They opened the new wing of the town hall.

His Majesty, in a speech at the Town Hall, rejoiced that fresh opportunity to come in close contact with the industrial workers.

GERMAN CROWN PRINCE.

COLONIAL TOUR ABANDONED.

London, Received March 26.

Reuter's correspondent at Berlin states that the visit of the Crown Prince to the German Colonies has been abandoned.

CANADIAN DEVELOPMENTS.

New Schemes for Docks and Waterways.

The purchase of a site at Esquimaux for the Pacific Coast dry dock, and the receipt at Ottawa of tenders for harbour works at Victoria, mark further stages in the development of the great scheme of harbour and waterway improvements undertaken by the Dominion Government. At practically all the big ports in the country important harbour works are now under way, which will greatly increase transportation facilities. The Western dry dock will be of the same dimension as that under construction at Levis, Quebec, and will be capable of accommodating liners and warships of the largest size. Dry docks are also being built and other improvements are being carried out at Halifax and St. John. Montreal's harbour extensions will involve an outlay of some \$5,000,000; Toronto's \$2,000,000; and Vancouver's \$1,200,000; while large sums are being spent on similar undertakings at Hamilton, Sault Ste. Marie, Port Arthur, and Fort William. It is estimated that the

TELEGRAMS.

HOME RACING.

[Reuter's Service To The "Telegraph,"]

London, Received March 26.

An additional probable starter for the Lincolnshire Handicap is Outram ridden by R. Stokes.

The Race.

The race resulted as follows:—
Outram ... 1
St. Outhbert ... 2
Short Grass ... 3

There were 22 starters. Won by a head, he betting was, 25 to 1 Outram, 6 to 1 Outhbert, 40 to 1 Short Grass.

Prevoyant led for half a mile when Mediator went to the front. Outram took the lead at the distance post and eventually won by a short head. Prevoyant was fourth. The time was 1 min. 44 2/5 sec.

Surge was ridden by P. Jones and Lall did not start.

Liverpool Cup Probables.

Following are the probable starters for the Liverpool Cup:—Balsadden (Wheatley), Lorenzo (Whalley), Scots Saint (O. Huxley), Cullenmore (Walter Griggs), Redwood (W. Harley), Belsheler's Wedding (Donoghue), Wrack (Robbins), Willaura (Front), Bonfire (Foy), Cykion (Fox), China Cook (Wing), Moscato (Herbert), Candytuft (Cropper), Lelouquet (Buckley), Sailaway (Ringstead). Horses without jockeys are Oiseau Blanc, Nassau, and Abela Second.

OBITUARY.

MR. R. J. Mc. MORDIE, M. P.

London, Received March 26.

The death is announced of Mr. Robert James Mc. Mordie, Conservative M.P. for East Belfast.

Deceased has sat for the division named since 1911, and was Lord Mayor of Belfast from 1910 to 1913. He was born in 1849, and for some years practised as a solicitor, retiring in 1899. He had been a member of the Belfast Corporation since 1907.

total cost of these harbour and dock schemes will amount to about £15,000,000.

A still more ambitious enterprise is the construction of a 30 ft. waterway from the ocean to the head of the Great Lakes, which will enable the Western crop to be despatched direct to Europe without transshipment. It involves the reconstruction of the Welland and St. Mary's canals and the more formidable task of deepening the St. Lawrence canal. The Welland operations, already in progress, will alone absorb £10,000, and the total outlay, should the entire scheme be carried out, must be enormous. But, according to the Toronto Mail and Empire, Canadians are in no way disturbed at the prospect. Spread over a term of unexampled growth and prosperity, such as the next decade will bring, the financial burden, it asserts, will be carried as easily as the country has already carried great railway building expenditures and the cost of other vast public works. "There is something inspiring to Canadian pride and self-confidence in the assured way we tackle such projects. The manly being, squarely in Canadian territory, this country takes for granted that the duty of doing this necessary enlarging shall fall upon it, and accepts the heavy work without murmur."

NEWS FOR BUSY MEN.

TELEGRAMS.

CONDENSED.

Col. Seely, Minister of War has resigned.

Outram won the Lincolnshire Handicap by a head.

A prolonged meeting of the Cabinet has been held.

A statement on the Ulster resignations by Col. Seely is given to-day.

The King and Queen had a magnificent reception in Chester.

Trade Unionists are threatening to form military organisations.

A widespread revolt of Liberals against the Government is threatened.

The German Crown Prince's tour to the colonies has been abandoned.

The death is announced of Mr. Mr. Mc. Mordie, Conservative M.P. for East Belfast.

Col. Seely emphatically denies that the King has taken any initiative in the Ulster question.

Sir E. Grey says to allow officers to dictate the Government's policy would lead to a Revolution.

The chief points of a White Paper, dealing with the resignations of Army officers, are given to-day.

Mr. Churchill has withdrawn a remark in Parliament characterising a question put, as "a hellish suggestion."

NEWS.

Home news and general appear to-day on page 3.

Log book ... found on page 6 of this issue.

A piracy in Macao harbour is reported on page 4.

Volunteers orders by Lieut. Col. Chapman are given in this issue.

It is proposed to hold a championship rifle shooting meeting in Hongkong.

DO NOT FORGET.

TO-DAY.
Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.
Bandmann Opera Co.—Theatre Royal 9 p.m.

TO-MORROW.
Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.
Bandmann Opera Co.—Theatre Royal—9 p.m.

Saturday March 28.
Oxford and Cambridge Dinner, Hongkong Hotel—8 p.m.
Hongkong Football Shield Final, Happy Valley—4 p.m.

Monday March 30.
Ordinary Annual Meeting of shareholders—China Sugar Refining Co. Ltd.—11 a.m.

Ordinary Annual Meeting of shareholders—Luzon Sugar Refining Co. Ltd.—11.15 a.m.

H.K. and Whampoa Dock Company general meeting—noon.

Auction of Crown land at Ngau Shi Wan, P.W.D.—3 p.m.

Auction of Crown land, Bowen Road, P.W.D.—3 p.m.

Tuesday, March 31.
H.K. Rope Manufacturing Co. Ltd., annual general meeting—noon.

H.K. Club, Half Yearly Drawing of 65 Debentures—11 a.m.

H.K. Club, Annual General Meeting—5.15 p.m.

Monday April 6.
H.K. Ice Co. Ltd. meeting—noon.

Friday April 10.
Stainer's "Crucifixion," St. John's Cathedral—9.15 p.m.

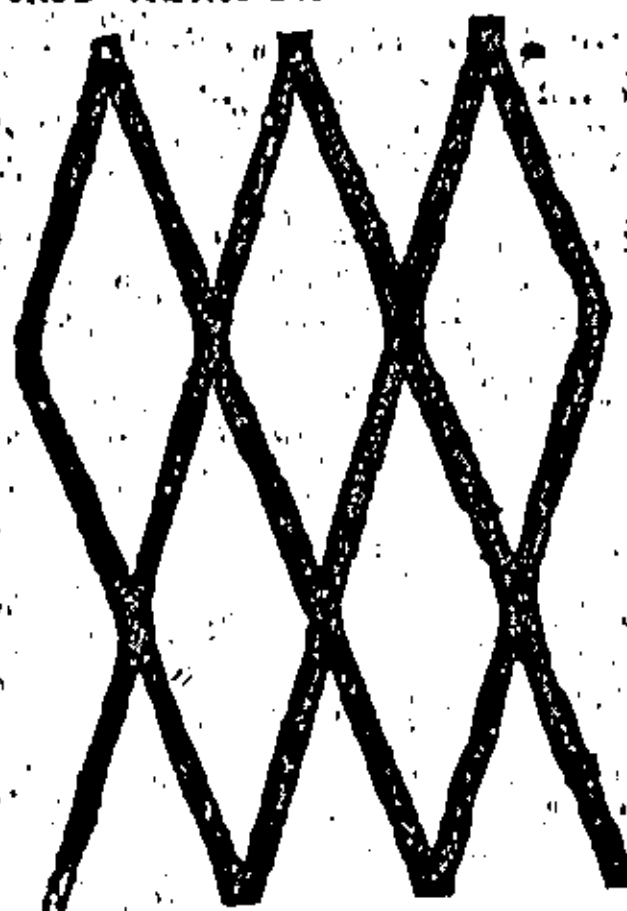
Saturday April 11.
1st Ginkhina Meeting.

Monday April 20.
Hongkong Schools Athletic Sports—noon.

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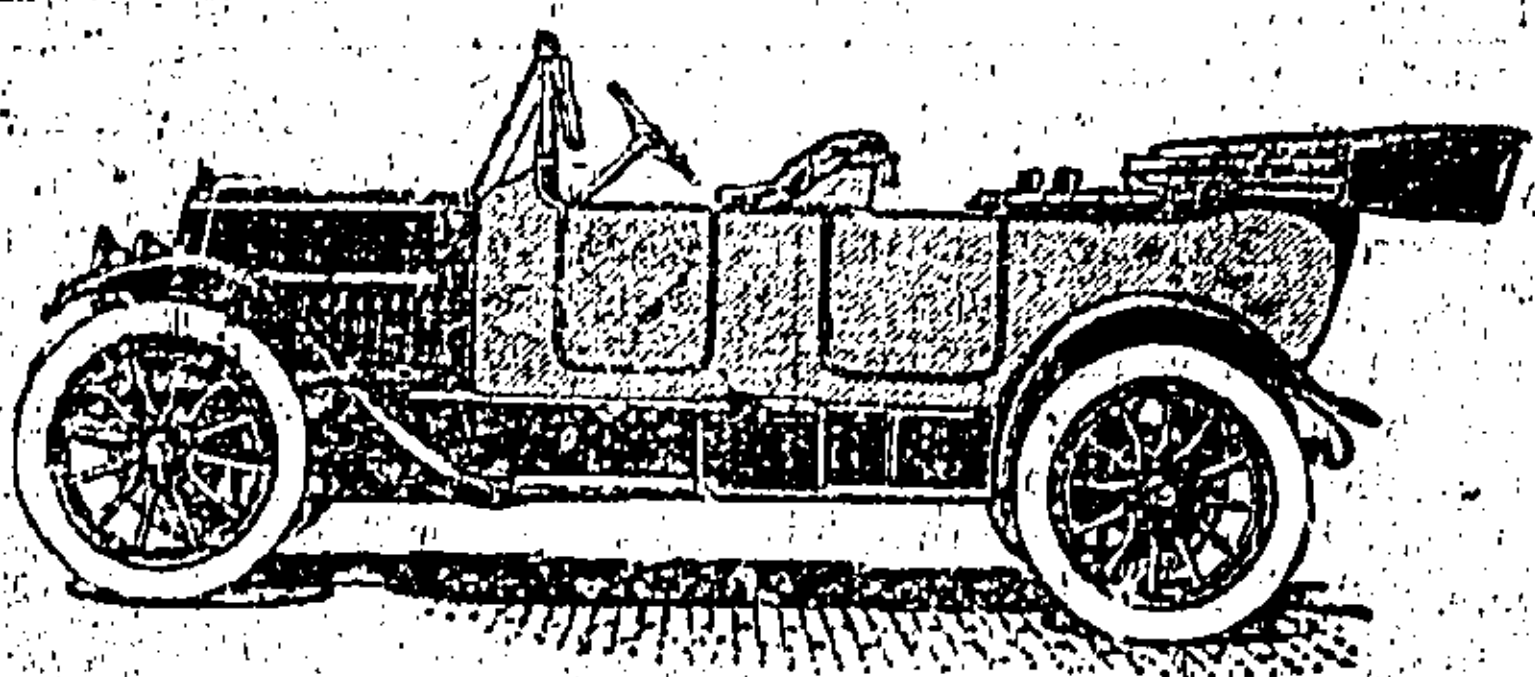
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OUR

CONTEMPORARIES

South China Morning Post.

Japanese Politics.

The Parliament which has just been prorogued was the first in the history of Japan to exemplify the principle of popular government. The political instinct of the people was aroused when General Uyehara, Minister of War, resigned from the Satomi Cabinet for the purpose of forcing the recall of Prince Katsura, and faced by a crisis deliberately brought about by the militarist faction, the Diet rose to the opportunity and asserted itself with such force that not only Katsura, the Genro, and the whole of officialdom, but the Emperor himself, were compelled to bend to the storm. It is but a quarter of a century since the people of Japan received a Constitution, the limitations of which are already felt. Who can say whether the present unrest, be it the commencement of a movement which will have as its aim a limited monarchy in the truest sense and a system of government that will ensure ministerial responsibility to the Legislature rather than to the Emperor?

Daily Press.

Progress in China.
If different stages of human progress will and ought to have different institutions, a doctrine there is no reason to dispute, then it may not unjustly be said that China's progress has been inappreciable, and Japan's progress much smaller than is generally believed. The ostensible progress of China and Japan has been largely due to the impact with foreign civilisations which has been forced upon the two countries by the necessities of the times. Japan has largely adopted the forms of Western civilisation as a means of protection; there has been at work the mimetic power which plays so large a part in self-preservation among the lower animals. But an examination of the institutions of the country, bearing in mind that institutions are modified by the mental progress of the race and especially by the mental progress of the strongest power in the race, would seem to show that however great the external changes, internally the feelings and the old conceptions of Government prevail. In the case of China, this is still more the case. Even externally there is but little progress to be recorded, while recent events would seem to show that internally the strongest power is still but little influenced by progressive feelings.

China Mail.

Panic Among Canton Officials.
In addition to this it seems that special precautions are to be taken to protect the railway, especially as now there are night trains running. It is thought that such a train will afford facilities for traitors getting into Canton, and, therefore, the Chinese section must be guarded with the utmost care. Extra guards and pickets are posted throughout the city and there seems to be all round almost feverish activity as if there was more known by the officials by means of their secret service, than is known by the man in the street. All this means additional worry to the people, but, alas! from that there seems to be no escape. A day or so ago, the papers reported that soldiers entered the house of a wealthy man, and, with without any warning, searched the premises, finding nothing to incriminate him, they departed. Later, more soldiers returned and again searched the premises, and though it does not appear from the report that anything of a suspicious nature was found, the owner of the dwelling was marched off to the yamen and kept there for further examination. We think there are dangerous threatening and that the officials know it. They are wise, therefore, to take stringent precautions in order to preserve order. On the other hand we think that this offer of prices for the certain individuals is a reward to barbarism that they might well have shrunk from.For a good solid meal and Carte or Table D'Hôte with Wines & Liquors of the Best
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GENERAL NEWS.

Breakfast Table Problems.
Before very long the breakfast problem threatens to become acute. It is not only in the United States that prices are soaring. Everywhere, the genuine "new laid" is costing more. The explanation is that consumers are increasing faster than hens, which explains why the United States, after having diverted the Canadian supply, is now ordering from England. Apparently we require not only more hens, but also the adoption of scientific methods that will increase the autumn and winter layings.

Archdeacon's Death.
A wireless message from the Bibby Liner Gloucestershire, which left Rangoon on the 4th inst., reports the death on that vessel of the Ven. William Donne, Archdeacon of Winkfield, from heart failure. Archdeacon Donne had been staying for some time with the Bishop of Rangoon.

Chief Justice Retiring.
Sir Alfred Lascelles will shortly be retiring from the post of Chief Justice of Ceylon. The actual date of his relinquishing office has not been fixed, but it will be after the return of Mr. Justice Wood Renton from leave.

"Bombay Gazette" Ceases Publication.
The *Advocate of India* states:—It is with much regret that we have to announce the death of the *Bombay Gazette*.

The staff knew nothing of the closing down of the paper until March 9 when they arrived to carry on their work as usual. The heads of the departments were then called in to the head office, and were informed that it had been decided to cease publication. This step was come to by the directors at a meeting on the 8th inst. The directors are J. E. Woolcott, Robert Kennedy, Sir Shapurji Broacha and Colonel Ollie Blankinsopp (on leave). Mr. J. E. Woolcott, managing editor, was appointed on November 1, coming from the *Statesman*, Calcutta. Employed in the works are ten Europeans and 400 Indians. The *Bombay Gazette* was the oldest paper in Western India. Among its editors have been J. M. Maclean, Gratian Geary, and G. C. Pinstone.

Capt. Hodges.
Capt. Michael Henry Hodges, who has been appointed to succeed Capt. W. A. H. Kelly as naval attaché at Paris, from June, 1897, to May, 1900, was a watch-keeper of the Powerful, Capt. the Hon. Hedworth Lambton, on the China and Cape of Good Hope stations, to which fact he owes his rapid advancement in the service. He was awarded the Royal Humane Society's testimonial for having jumped overboard from that ship in Manila Bay on May 13, 1899, and assisted to save a seaman; and he was one of the officers who was with Capt. Lambton during the siege of Ladysmith, and prevented its fall. He was in charge of a 4.7-inch gun on Junction Hill, and was highly commended in despatches by Sir Geo. White and Capt. Lambton. For this he received the South African war medal with clasp, and was granted the freedom of the borough of Dorchester, and presented with a pair of binoculars and silver inkstand.

Death of an old Jockey.
The death has occurred at Newmarket of George Bateman at the age of fifty-eight. The deceased was a well-known jockey, especially in Russia, where he headed the list of winning jockeys, winning the Russian Derby and other big events. During ten years' residence in Russia he rode for Prince Kobrinsky and Count Potaski. On returning to England he rode for Tom Jennings and Joe Butters, and also rode in Germany and France. The deceased was apprenticed to Tom Dawson.

Telephone to Germany.
The German General Post Office has notified the Dusseldorf Chamber of Commerce that it will attempt to secure the use of the new Anglo-Dutch cable for telephone communication between Germany and England. The question of a direct telephone cable between England and Germany will be simultaneously investigated, adds the *Mail*. Berlin correspondent. The Anglo-Belgian cable is already too burdened for outside traffic.

HOME NEWS.

Interesting Items from the Latest Mails.

A tragedy which caused considerable sensation occurred last month, when Capt. Norman Playfair, a retired officer of the King's Own Scottish Borderers, committed suicide with a bayonet in the presence of his wife at Waterlooville, Hampshire.

London's New Museum.
Arrangements have now been completed for the opening this month of London's latest museum at the Ironmonger's Almshouses, in King's Land-road. We read that this museum will be devoted almost entirely to furniture, and it will be one of the most useful in the metropolis. It is situated right in the heart of the furniture-making industry of the East End.

Hertford Pageant.
It has been decided to celebrate the millenary of the rebuilding of Hertford by a pageant in June or early in July, depicting historical incidents of the past 1,500 years which have occurred in Hertford. It is to be held in the Castle grounds, and a guarantee fund is being raised towards which already the Marquis of Salisbury and Mr. Otto Beit have promised £100 each. Lord Desborough has promised another hundred if £2,000 is raised. Lord Salisbury has been elected President of the Celebration Committee.

For the Nation.
An interesting announcement has been made by Mr. J. L. Middleton, the occupier of the Old Palace, Richmond Green, Surrey, who has offered to surrender his lease to the Government providing the building is preserved as a national monument or a Tudor museum. Most visitors to Richmond are familiar with the Tudor archway and old red brick frontage on to the Green, but few probably have realised that that is all that is left of a magnificent palace, which in the time of Henry VII. extended back to the water's edge and along the greater part of the side of the Green.

Menagerie Losses.
James William Bostock, who formerly carried on business in the provinces as a travelling menagerie proprietor, has made application for his discharge at the London Bankruptcy Court. The debtor filed his own petition so long ago as August, 1893. He attributed his insolvency to loss incurred in connection with a Continental tour, and to his having lost about £1,400 in October, 1892, through the death of a number of valuable animals. The discharge was granted subject to a nominal judgment for 40s.

London to Brighton.
It is announced that a syndicate has subscribed the capital necessary for building a straight road from London to Brighton. The new thoroughfare will be devoted to motor traffic, and will have a quadruple track for different classes of vehicles. It is expected that Brighton will thus be brought within 45 minutes of London. The distance from London to Brighton by rail is 50½ miles, and the time occupied on the journey is about an hour.

Murderer Confesses.
George Sumner, who was sentenced to death for the murder of Miss Bradfield at Liverpool, was executed on February 28, until the 25th he had violently maintained that he was innocent, but when he realised that he had only a few hours more to live he suddenly burst into tears and confessed to the prison chaplain that he had murdered the woman. Later on the Bishop of Liverpool confirmed him as a penitent. Sumner repeated his confession to his father, brother, and sister, and he asked for his father's forgiveness. The broken hearted parent, unable to answer, abruptly left the cell.

Mr. Keir Hardie Not Wanted.
It is authoritatively stated that the Miners' Federation of Great Britain has decided not to approve of Mr. J. Keir Hardie as Labour candidate for Merthyr Tydvil at the next general election. Mr. Keir Hardie has always fought under the standard of the Independent Labour Party, but his candidature has invariably received the approval of the Miners' Federation. Without such approval, his position becomes well-nigh hopeless, and

MANILA'S FUTURE.

Should it be a Free Port?

"The Philippine Islands have a wonderful future before them, a future made possible by the American people who have established an honest government here handled by men with ability," were the parting words of William D. Boyce, the millionaire publisher and editor of Chicago, who, with his family, sailed on the Nile for China and Japan, says the *Cable News American*.

Mr. Boyce is the owner of the Chicago *Saturday Blade* and the *Ledger*, publications with very large circulation and influence, and is one of the most prominent and manly retiree men in the country. Until the Philippines can manage their local affairs themselves the United States will have to keep a parental eye upon them as they will have to do sooner or later in Central America and Mexico, if we intend to live up to our Monroe doctrine.

"What we need here is a free zone. We are bound to have it in Panama, and why not here? Every condition is favourable to it, an excellent harbour where the biggest trade and commercial activities in the Orient could be established. With Panama and the Philippines a free city. Upon being interviewed by a *Cable News American* representative prior to his departure he said: "While independence may be a good thing for some people it is not yet a suitable gift for the Filipinos, although it has been promised them by both the republican and democratic parties. This independence may be given them in one of several different ways; the most favourable and the one most consistent with our national policy, would be that of policing. Take your next door neighbour, Singapore, for instance, there is an example of what can be done with a free port—also Hongkong which, figuratively speaking, is but a stone's throw from here. Singapore is the centre of a trans-shipment trade that is surpassed in the Orient only by Hongkong and one or two of the great Chinese ports. The continuously rapid growth of Singapore and the Straits Settlements, has fully demonstrated the wisdom of the free port policy. In 1819 when the region was ceded to Great Britain that portion of the country had almost no business or population. At present Singapore's free exports and imports exceed \$500,000,000 annually, or about one-seventh of the total imports and exports of the whole United States.

"Since Hongkong was made a free port its population was increased from only a handful of people to 450,739. We ought to have a half-million city here and get the commerce of the east, We need a big city out here in the Orient where Americans can come out and establish trade relations, and Manila is the place for it. We must make absolutely so if the miners decide to put forward a candidate of their own.

Recovered Pearls.
The *Daily Mail* of February 28 says it is able to state that three of the four pearls missing from Mr. Max Mayer's £135,000 pearl necklace have been recovered. Their value is stated by Mr. Mayer to be £12,000. Stolen from the box in which they were posted in Paris to London, where in their place was found only a sugar, the pearls were detached and passed from hand to hand by the thieves; they were lost again when the men who have since been sentenced for stealing them were arrested; they were found again in a gutter in St. Paul's road, Highbury, by Augustus Lorne, a piano tuner. Again they passed from hand to hand, tried with as marbles. But the four were missing. Now the wonderful necklace is once more as good as complete. Mr. Mayer stated that he is not at liberty to disclose how the pearls were recovered.

If you have lost your appetite one of the big variety of dainty dishes at the ALEXANDRA CAFE is sure to tempt you.

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TO LET.

ROGATE, Austin Road, Kowloon, unfurnished.
No. 68 Peak, Mount Kellett, Church Mission Society Bungalow partly furnished. Cheap rent.
No. 6 Cameron Villas, No. 59 Peak to let furnished for one year from 1st May 1914.

No. 19, Shelley Street.
TO LET.—till 31st October 1914. No. 64, The Peak, seven rooms and drying room, furnished, including Electric fans and Telephone.

TO LET.—No. 5 Mountain View from 1st April 1914.
No. 12 Beaconfield Arcade, Shop.

FOR SALE.

HARTING and ROGATE, on part of Kowloon Inland Lot 1154. "GLENSHIEL" 124 Barker Road, 5 rooms, close to Tram Station.

Apply to
LINSTED & DAVIS,
3rd Floor, Alandra Building,
Hongkong, 2nd Oct., 1913 [211]

TO LET.—Two room Flats in Kowloon, Suitable for Europeans, in good airy locality. All Modern Conveniences. Terms Moderate. Apply H. RUTTON-JEE, Royal George Hotel, Hongkong, 17th Oct., 1913. [967]

TO LET.—from 1st May, 1914. No. 104a, The Peak, furnished. Apply to S. J. DAVID & Co., Prince's Buildings.

TO LET.—"LA HACIENDA E", No. 74, Mount Kellett Road, from 1st April. Apply CHATER & MODY, No. 9, Queen's Road Central.

TO LET.—OFFICES in King's Building. Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

TO LET.—From April 1st. The First Floor of No. 25, Des Vœux Road, Central. Suitable for Offices. Rooms can be let separately. Apply—DRAGON CYCLE Co.

WANTED.—Tutoring or preparation for University matriculation, by experienced teacher. Apply—"U" Hongkong Telegraph.

Manila metropolis of the east and it is bound to come sooner or later. In speaking of the reception he met with Manila, he said: "I am impressed with the warmth of feeling and the good spirit of the local Americans here. They seem to all pull together on all important propositions and that is a good tendency. Much more can be had by pulling together than by splitting up. We should all be one out here in heart and spirit and work for the best interest of Old Glory and success is bound to crown our efforts."

Deanage on Personal Service.
Presiding at a meeting of the Personal Service Association, the Dean of St. Paul's said that the conditions of modern industry, the way in which different classes were separated and lived in different quarters of the great towns, and never came into contact with each other at all, were conditions which all tended to de-personalise the relations between employers and employees. It was notorious

TO LET.

TO LET.—From middle of April that finely situated 6 roomed house known as No. 6 Morrison Hill. Magnificent view of harbour and within a few minutes of Golf Course. For further particulars apply Property Office, JARDINE-MATHESON & Co., Ltd.

TO LET.—No. 67 Mount Kellett Stone House, four rooms, furnished, from 1st May to 1st November.—PERCY SMITH, SETH & FLEMING, 5 Queen's Road Central.

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APPOINTMENT WANTED.—By European young man.—Excel out English Correspondent and Typist, thoroughly Conversant with general office routine. Good Linguist. A. I. References. Apply "CLERICO" Hongkong Telegraph.

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TO LET.—FOUR-ROOMED HOUSES in Granville Avenue and Salisbury Avenue, Kowloon, Cheap rentals. SHOP with GODOWN attached, Nathan Road, KOWLOON. Kowloon Marine Lot No. 48 with Wharf.

Windsor Lodge, Kimberley Road, Kowloon, 6 rooms and Tennis Court.
No. 3, Minden Villas, from 1st April next.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Alexandra Buildings.

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WANTED.—A Compradore for a good business. Write an appointment to E. J. DAVIS, ASTOR HOUSE HOTEL.

Notice.

N. LAZARUS.

Nothing is more worthy of your consideration than the welfare of your eyes. The trouble that to-day is small and easily remedied, if neglected may get beyond single measures. Be on the safe side and if your eyes are giving trouble call on us and have them examined. No charge for sight testing.

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Tel. 1292. 1A, D'Aguiar St.
GUARD AGAINST PLAGUE.
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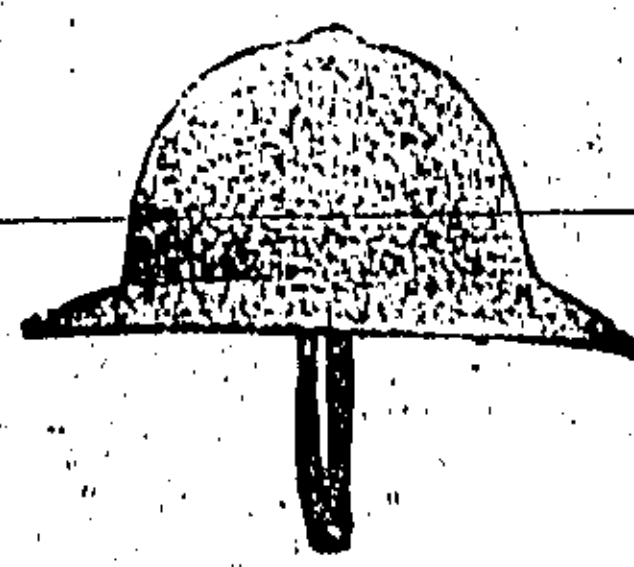
LOOK OUT FOR OUR NEW BOOK LIST

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peouder, Icehairwash & Eau de Cologne, Brilliantine

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Nailpolishpaste, Shavingcream

in tubes, Odonta,

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OSRAM

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Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.
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By Order, "HONGKONG TELEGRAPH."

DEATH.

DUNN.—On March 18th, at Malacca, Robert Watson Dunn, of Sims Darby & Co., Ltd., Malacca and late of Singapore.

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

信和無非確真事聞要訪探大正論官督宗報本

Cable Address: Telegraph, Hongkong.

Telephone: No. 1 A.B.C., 5th edition. Western Union.

The Hongkong Telegraph.

HONGKONG, THURSDAY, MARCH 26, 1914.

THE SITUATION AT HOME.

The situation at home does not appear to grow any easier with the passing days. Indeed, there are indications that it is to become more difficult. Chief of these is the wild and saporous talk which is being indulged in by trade union leaders. There, of course, from the start, lay one great danger; the danger that while excitement prevailed these leaders would seize the opportunity to set class against class. That is precisely what is happening. Most regrettable of all is the fact that the name of the King is being bandied about. Even the *Daily News* knows no better nowadays than to cry out to know what part the King has played; but the *Daily News* has long since forgotten its high traditions. It is no longer the great paper it was in the days of Justin MacCarthy, Herbert Paul or Richard Whiting.

Meantime the situation holds every kind of possibility. Danger may blow over, a peaceful settlement be found. Most probably it will, if mischievous talk is not indulged in. Equally, it is quite on the cards that some trifling accident may precipitate serious trouble. No man can tell what will happen. But what chiefly concerns Britons abroad is to learn what other nations think of all this posturing. It cannot but leave them puzzled to learn what has come over the British nation and it must serve to lower their respect for Britain. That, it seems to us, is about the most unfortunate matter of all, the more unfortunate that a year hence, in all probability, people will recall the trouble and wonder why there should have been so much of it after all. That has happened before and may happen again in this case.

To say that is not to try to minimise the gravity of the situation. It is quite clear that Ulster is prepared to resist by physical force the Home Rule Bill and it is apparent that the Unionist Party as a whole is prepared to assist Ulster, in its display of force, to a much greater extent than most people believed a month or two ago. And even if the Liberal Party tested the feeling of the country by means of the Referendum, and the result was against them, there would still have to be faced the problem of quelling a storm in Ireland; for the Nationalists would certainly get out of hand. Yet, with all these difficulties to be grappled, the problem is possible of solution on terms reasonably acceptable to all if tempers are not let and passions are not aroused. It is fairly safe to assume that the Bill will come into operation, in the way indicated in Mr. Asquith's recent speech, with Ulster excluded for a term of years.

The Lincolnshire.
The Lincolnshire Handicap has been won by Outram which had no form at all to commend it. The colt's best performance last year was a fourth to Santair in a race worth less than £300. But the Lincolnshire is a curious race in which previous form very often counts for little and forward condition for quite a deal. Once again the three-year-olds have failed in the race. One often hears the remark, "Sceptre failed was beaten for it, so ordinary good colts and fillies of that age have very little chance." That is true, though in the case of Sceptre it must be remembered that with her classic engagements ahead of her, she was probably not quite tuned up in March. Then in St. Macloche she was meeting a much better horse than most people believed. He had only £1.6lb. to carry in the Lincolnshire and later in the year he carried 9st 11lb. to victory in the Manchester November Handicap, so that he was a nailing good horse that year. Anyhow, it is not quite true that a three-year-old cannot win the Lincolnshire, for it has been won more than once by a young horse. Indeed, Clarence and Wolf's Crag won it in successive years, in 1892 and 1893, though no three-year-old has repeated the feat during the last twenty years.

Funds for China.
One of our special cables yesterday points to the fact that the Chinese Government is beginning to realise that after all it cannot well get along without the assistance of the Quintuple Group of financiers. Efforts are being made to place the salt-producing properties of the country under Government control for the purpose of pledging security to the Quintuple Loan. The proposal has apparently roused the ire of the first Province consulted, but that is not the point we wish to deal with at the moment. The conclusion of the much-talked-of Currency Loan is long overdue, and recent reports from Peking have shown that the Government has been inclined to take up a most independent attitude, even going to the length of feigning indifference in the matter.

The Source of Help.
The Peking authorities were doubtless encouraged in this attitude from the fact that revenue has been rather prolific of late, and no doubt they hoped to bring the Group down to conditions which they themselves favoured. But even if there has been an improvement in revenue returns recently, there have also been indications that the Government is none too flush with funds, while the outlook for the future has been darkened from the inability of the Province to respond to the appeal for remittances. So the fact had better be faced that the Republic still needs money, and plenty of it and that she must look to foreign sources for it. The Quintuple Group has been very coldly treated of late, and the probabilities are that in the end China will once again have to call on the syndicate for needed money.

DEBT PROVED.

In the Summary Court, this morning, before Mr. Justice Gompertz, Li Fook Hing, 12 Bridges Street, trader, sued Chow Fu, 35, Wellington Street, trader, for \$800, the amount due on a promissory note, made and given by the defendant to one Li Ching on August 26, 1913.

Mr. O. F. Mason, of Messrs. D'Almeida and Mason, appeared for the plaintiffs and proved the debt, the defendant not being represented.

Judgment was given for the plaintiff with costs.

HONGKONG CRICKET CLUB.

The following will represent the H.K.C.C. against the Navy in the Triangular League on Saturday on the Club Ground. Play is to commence at 2 p.m.—R. Hancock (Captain), R. N. Anderson, O. C. Clarke, D. E. Donnelly, R. Kennedy, M. E. Moss, S. S. Moore, T. E. Pearce, R. A. Stokes, R. P. Thursfield, R. L. D. Wodehouse.

DAY BY DAY.

SHIRING A DUTY IS ROBBING ONESELF OF GROWTH.

The Weather.

Lower Level 8 a.m. Temp. 69 clear.
At the Peak 8 a.m. Temp. 89 heavy mist.

The Mails.

French Mail of February 24.—Delivered in London on March 25.

Siberian Mail.—Arrived per s.s. Chenan this morning.

Siberian Mail.—Left per s.s. Arcadia at 5 a.m. to-day.

American, Canadian and Siberian Mails.—Left per s.s. Manchuria at 1 p.m. to-day.

Siberian Mail.—Due per s.s. Dezanha to-morrow.

American Mail.—Due per s.s. Nippon Maru to-morrow.

Tourist Parties.

Among the passengers by the s.s. Manchuria was Messrs. P. Sergeant and "Chirkes" Tourist Parties.

Struck A Woman.

A coolie who assaulted a woman in Queen's Road, was fined \$7, or in default fourteen days, at the Police Court, this morning.

Stole Pine Needles.

A woman who took pine needles from Government land, was fined \$7, at the Police Court, this morning. Mr. Green, of the Forestry Department, prosecuted.

Rear Admiral Bronson.

Rear Admiral Bronson, of the U. S. Navy, who have been staying for the time past at the Hongkong Hotel left to-day by the s.s. Manchuria.

Left to-day.

Mr. C. H. Pearce, director of the Singer Sewing Machine Company, who is on his annual tour of the inspection, left to-day by the s.s. Manchuria.

Stolen Money and Clothing.

A cook, living at 121, Wellington Street, reports to the police that yesterday someone entered his house by means of an open roof door and stole \$12.60 in money and \$18 in clothing.

Suspected Cholera.

From the passengers of the s.s. Oranga who have been segregated on the quarantine junk, at the quarantine anchorage, four more suspected of suffering from cholera, have been removed to the Kennedy Town Isolation Hospital.

Latest Advertisements.

Mr. G. P. Lammert is selling a valuable collection of postage stamps on April 3.—Page 5.
Bishop's Lodge North, the Peak, is advertised to let.—Page 5.

The loss of a brown bull calf is advertised.—Page 5.

Assault.—Page 5.

A coolie said to be in the employ of Dr. Williams, was fined \$20, at the Police Court, this morning, for assaulting a hawk.

He was also ordered to compensate the coolie to the extent of \$5. The complainant was stated to have been struck with an instrument that necessitated hospital attendance.

Rifle Shooting.

Hongkong Rifle Championship. The competition is to be under Bisley Rules 1913, King's Park, Stage.

Other details, such as prizes for highest aggregate for open sights, and Range aggregate, were considered and agreed to. A further meeting will be held to-morrow to decide the date on which the Competition shall be held, and also the Range.

Further particulars can be obtained from Mr. F. H. Williams, Chief, Constructor's Department, H. M. Dockyard.

REPORTED MACAO PIRACY.

Arm'd men said to have Robbed Chin. s. Boat.

It is reported that the steamer Chungwa, while at anchorage in Macao Harbour on Tuesday night was visited by pirates, who are said to have got away with cargo and money to the value of about \$7,000.

The Chungwa is a Chinese-owned boat and she left Kwongchow for Macao on Tuesday morning, arriving there at about three o'clock in the afternoon. She went to her customary anchorage in the harbour, where she has since remained.

It is said that at about midnight a party of pirates, most of whom were armed to the teeth, boarded the vessel and practically took charge, frightening all aboard. They then ran ashore the ship, and got away with cargo and money to the value of about \$7,000.

The matter has been reported to the police authorities at Macao, who are informed.

From information we learn that the Chungwa was at anchor off the Green Island Cement Works, in the inner harbour, when the piracy took place, and that two of the crew were wounded by the pirates. This is reported to be the third time on which a Kwongchow-wan steamer has been pirated within the past few months.

THE MANOEUVRES.

Naval Yard Again Attacked.

The Naval Yard has been the subject of two attacks during the manoeuvres this week. The first was in the early hours of Wednesday morning, and the second was at 1 a.m. to-day.

As reported in our columns yesterday, the Naval Yard was captured. It appears that a body of Indian soldiers attacked the Yard from the Queen's Road side, gaining entrance through the verandah of the Commodore's office, and leaving usual identification marks denoting a capture.

The attack this morning was not so successful, though the attacking party succeeded in reaching the Naval Yard. About 200 blue-jackets, drawn, we are informed from H.M.S. Minotaur, representing an invading force, first proceeded to Kowloon. Here they hired a junk and crossed the harbour climbing the wall of the Yard. They were, however, seen before they very far into the yard, and fired on, this amounting to a repulse.

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WANTED AN ADJOURNMENT.

Interesting Discussion in Summary Court.

In the Summary Court, this morning, before the Puisne Judge (Mr. H. H. J. Gompertz) Lung Lim-sheng sued The Lat. Yuen Firm and Tam Ping-woon for the sum of \$960 being principal and interest due on two promissory notes both dated October 4, 1913, chopped and signed by the defendant.

Mr. Dixon, Messrs. Wilkinson and Grist appeared for the plaintiff and Mr. Crowther Smith for the defendant.

Mr. Crowther Smith said he had notified the change of solicitors that morning, only receiving instructions himself yesterday afternoon, and he would ask his Lordship for an adjournment and undertake to pay the costs, as material witnesses were in Canton. There was only the work of the plaintiff and the notes on one side, and only the defendant's word on the other side.

His Lordship:—Is your client himself here?

Mr. Smith: He is here.

His Lordship: How long ago was the case fixed for to-day?

Mr. Smith:—I was only instructed at four o'clock yesterday.

Mr. Dixon:—I oppose the application because this was the case reheard. It was proved in Chamber and Mr. Heywood and I came in and it was fixed peremptorily for Thursday to get witnesses. They cannot come in now and say they cannot get witnesses.

His Lordship:—Has the money been paid?

Mr. Dixon:—No, because I did not want it said.

His Lordship: If you pay the whole amount in Court this morning, and costs of the day, I may grant an adjournment, but I don't see why I should because you have already had time.

Mr. Smith: I don't know anything about what happened before as I was only instructed at four o'clock yesterday. All I can say is that the small way I have been able to go into the case we cannot continue without these witnesses. There appears to be a good defence. Of course I have only my instructions; I have not seen the witnesses.

His Lordship:—Your client has had the advantage of a solicitor advising him and he knew perfectly well these witnesses would be necessary, and there is no new fact in the case.

It was finally decided to adjourn the case on the condition that the full amount was paid into court before ten o'clock to-morrow morning, and also the costs of the day.

WHOLESALE DYNAMITE.

Alleged unlawful Trading in Hongkong.

At the Police Court, this morning, before Mr. Hazland, two Chinese were reminded on charge of selling dynamite and detonators without a license.

Inspector Dymond said that samples of the dynamite and the detonators were brought to him by a police informer and a visit was arranged to take place with the defendants to Green Island. There were four boxes of powder and detonators sold for \$160, to the informer. On the way back the police boarded the boat and found two boxes of powder and the money, the latter being under the seat. The other two boxes of powder were in another boat.

The defendants were allowed bail in \$1,000 each.

Alice Memorial Hospital.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Jardina Matheson & Co. \$100
O. H. Blason 10
D. W. Craddock 10
A. Mackenzie 10
F. P. Talati 10
Hon. A. M. Thomson 10
J. R. Wood 10
E. A. Irving 10
Hugh A. Nisbet 10
C. Dick Malbourne 10
G. Tisdall 10
C. Bernard Brown 5

A FINE FILM.

The Nestle and Anglo-Swiss Condensed Milk Co. displayed a fine film to some 400 children at Macao the other afternoon. The film, which has considerable educational value, opened by showing the cows on the Swiss pastures with the Alps in the distance, and from the point of milking, traced the process of condensation and packing very thoroughly, and interestingly. The young people appeared to enjoy it to the full. In addition they had calendars, chocolates and other things given them, so that on the whole they had a good time. We believe that The Nestle and Anglo-Swiss Co. is giving another show at St. Joseph's College, Macao, before the week is out.

\$3,000 A Year for Brewers.

There was no bar at the dinner of the Institute of Brewers. One member who suggested ordering a glass was told not to ask "shop." The modern brewer, said the secretary of the Institute of Brewing, "must be a chemist, an engineer, an architect, and a surveyor. One firm at least stipulates for a university degree."

A competent brewer may get a salary of from \$2,000 to \$3,000 a year.

\$22,000 in Banknotes Missing.

Mr. J. A. Plummer, manager of Messrs. Badley and Company, has reported to the police that between 8 p.m. on March 23rd, and 9 a.m. on the 24th, his shroff absconded taking with him the sum of \$22,310.

It appears that the missing man had charge of the keys to the safe and on Tuesday failed to put in an appearance. Nothing could be ascertained as to the man's whereabouts and it was later found that the compadore's duplicate key to the safe was missing also. In the absence of the keys, the safe was forcibly opened and it was then discovered that banknotes to the value above mentioned were missing.

We learn that the sum lost is covered by the shroff's guarantee to the firm.

HONGKONG VOLUNTEERS.

Corps Orders by Lieut-Col. A. Chapman V.D. state:—

Lugard Cup Competition:—The above competition was won by Capt. W. M. Scott with a score of 8 hits, Capt. G. G. Wood being second with 7.

Blake Shield & Corps Championship:—The above will be held on Sunday April 5 at King's Park Range commencing at 9 a.m. Entries will be received up to noon on Saturday April 4th.

G. O. O's Inspection:—The annual inspection by the G. O. O. will take place on Saturday April 4th. Parade at Volunteer Headquarters at 4 p.m. Dress:—Marching Order Khaki jacket, trousers (Scouts' breeches) and puttees; medals and helmet badges will be worn. (An equipped dummy is on view at Headquarters for the benefit of recently joined members). O. C.s should see that their men's equipment is properly fitted before day of inspection. Rifle and equipment must be drawn out later than Friday 3rd instant at 7 p.m. No rifle or equipment is to be left at Headquarters after the inspection, and the responsibility for any deficiencies caused by an infraction of this rule will lie with the member to whom the rifle or equipment is allotted.

Manoeuvres:—Officers who have attended will report to the Staff Officer after the conclusion of operations, the numbers and names of their men who attended each night, and a short statement of the movement etc. of their Commands and any occurrences which came under their notice and which may require to be embodied in the Corps report.

THE HONGKONG TELEGRAPH. EXTRA

HONG KONG, THURSDAY, MARCH 26, 1914.

SPECIAL CABLES.

[The following telegram arrived too late for insertion on Page 5.]

MISHAP TO FRENCH GUNBOAT.

RUNS ASHORE NEAR NINGPO.
(From Own Own Correspondent.)

Shanghai, Received March 26.

The French gunboat D'Ierville ran ashore near Ningpo yesterday and now lies high and dry at high water.

BOXING.

The Wells-Blake Match.

Bombardier Wells, holder of the London Belt in the Heavy-weight division, and Bandsman Blake, of Great Yarmouth, met at the Palladium on March 3 in a 20-round contest for £1,800 and the Heavy-weight Championship of Great Britain. Wells knocked Blake out in the fourth round. Wells scaled 13st. 10lb. and Blake 11st. 12lb.

The men were in the ring shortly before 11 o'clock, and but little time was wasted in setting them to work. It was evident from the first that Blake meant to rely on in-fighting, and the opening round was one long struggle for the inside position. Wells was very skilful in defence and did not allow his opponent to get in a single effective blow at close quarters. Blake was rather smarter on the break away, but his rights had little force behind them, and two left jabs by Wells were more than an equivalent. The second round was "the same as the first, only more so"; and the thing presently became a flesh-and-blood Gordian knot, the eight of which enticed the referee into the ring. He made no attempt, however, to break the men, and any commands he may have issued were lost in the uproar from the front of the house. Now and again, Wells, who was obviously uncomfortable in the small ring, ventured to uncoil himself; and twice, as Blake charged in again he scored with those powerful lefts that slide over so easily and are so much more dangerous than they seem. It was an even round so far as the points were concerned, but Blake was bleeding when he went to his corner.

In the third round the result was already in sight. Wells had the better of the preliminary wrestling, and scored with several jolts, which seemed to weaken Blake, who was rather at sea in the last minute and left himself open to a number of left hooks and jabs. In the fourth round Wells's supremacy was clearly established. He was now at his ease in the abbreviated arena, and Blake could never keep him from breaking loose. Blake, it is true, was very quick with his right; one dangerous swing was taken by Wells on his shoulder, the others, which illustrated the "off-theory" being rather neatly evaded. Two short lefts from Wells and, a little later on, a left and a right of great severity shook Blake badly, and the odds on Wells at once lengthened out. The end came with startling suddenness. Blake rushed, forgetting to cover as he came in, and was knocked out by a right half-arm jab which had all the weight of Wells's turning body in it. It was a beautiful finishing shot.

Wells once more proved himself the best of the English heavy-weights. Blake will train on into a good "crusher-weight," if he learns not to leave himself so open and cultivates a better style of footwork, for he does not at present get leg-drive into his hits. But he will never beat a boxer of

the calibre of Carpentier or Sam Langford. Not since Johnson and Jeffries fought at Reno had the British public been so deeply interested in the result of a boxing contest. The spacious theatre was crowded in every part by all sorts and conditions of sportsmen, and an even more striking proof that the popular imagination had been touched was the huge concourse which thronged the approaches, patiently awaiting the issue of the struggle. Argyll-street and Argyll-place were so densely crowded that motor-cars arriving at the music-hall with seat-holders and others had the greatest difficulty in making their way through.

When the result of the fight was made known the crowd made a rush towards the main entrance, calling "We want Wells," and the police, linked arm in arm, were beaten back by overwhelming force, but they soon rallied. As Wells left the hall he was greeted with frantic cheering, many of his supporters attempting to follow his car on foot.—*The Times*.

New Engineering and Shipbuilding Works, Ltd.

Messrs. Arnhold Karberg & Co., Shanghai, general managers of the above company, report that at a meeting of the Board it was decided that the shareholders should be recommended to apportion the balance at credit of profit and loss account on December 31, 1913, which together with the premium on the new issue of shares and the amount brought forward from last year amounts to Tls. 185,314.48, as follows:

	Tls.
To pay a dividend of 10 per cent ...	50,958.40
Transfer to reserve fund ...	100,000.00
Transfer to dividend equalization fund ...	15,000.00
Write off for depreciation ...	10,000.00
Carry forward to new account ...	9,356.08
Tls.	185,314.48

Singapore Share-Market.

Messrs. Fraser and Co.'s Share Circular, dated the 18th inst., states:

The past week has been the dullast for many months past. Rubber shares did not respond to the improvement shown by the raw material. London advises the market there is idle, and with no support from that end there is no encouragement for this market to increase their holdings in this class of stock. Mining shares continue to be neglected and Industrials have only a small business passing. The Straits Steamship Company have issued their balance-sheet and report for the year ending December 31 last, which indicates that in addition to the customary final dividend of 5 per cent, an additional 5 per cent. will be distributed by way of bonus. This report has been very favourably received and the shares are in good demand at \$285.

TELEGRAMS.

[The following telegrams arrived too late for insertion on Page 1.]

THE ULSTER CRISIS.

GOVERNMENT ATTITUDE.

[Reuter's Service To The "Telegraph."]

London, Received March 26. Sir Edward Grey, speaking in the House of Commons, said the Government still maintained that General Gough had returned unconditionally, and it would be well known to him to-morrow what the Government's decision was. They stood by the first portion of the communication and were responsible for nothing else. They had never contemplated the use of force to coerce Ulster, but the Government were prepared to use force to any extent to make the will of the country prevail. That contingency would not arise for a long time.

Sir Edward Grey stated that when the Cabinet authorized the communication to General Gough, the latter's letter of the 23rd, was not before them. The paragraphs which Col. Seely added were harmless in themselves, but the Cabinet was unable to endorse them because they appeared as an answer to General Gough's making conditions.

Position of the King.

In the House of Commons, Mr. Asquith regretted the most unfair, inconsiderate and improper attempt to bring the name of the King into political events. From first to last His Majesty had observed in every way the position to a Constitutional Monarch.

Government and Army.

Referring to General Gough, Mr. Asquith said the Government would never assent to the claim of officers to demand assurances from the Government.—(Loud cheers). Such a claim would put the Government at the mercy of the Army and Navy.

This remark was greeted with prolonged cheering. Liberals rising in their seats and waving. Mr. Asquith vigorously repudiated the suggestion of the coercion of Ulster, saying that the Government had offered exelusion to every county in Ulster. He denied that there had been a plot or intrigue behind the back of the Cabinet to provoke Ulster.

This observation called forth Opposition cries of "It's true." The Premier said he did not apologise for taking proper steps to preserve order. He then explained that the Cabinet considered the letter to General Gough as contained in the White Paper, with the exception of the last two paragraphs. These were inadvertently "added" by Col. Seely without the knowledge of the Cabinet.

Resignation Refused.

Mr. Asquith has refused to accept the resignation of Col. Seely.

Later.

Possible Resignations.

The papers discuss the possibility of General French and General Ewart resigning.

Press Opinion.

The Liberal papers declare that the Government, as a result of the debate, is stronger than ever. The *Daily Chronicle* states that if General Gough persists in his claim, he must go; and if all the officers of the Army joined him they must go.

The *Daily News* believes that the incident will be found in the end to be fortunate for the Government; at any rate, it has disposed of the mischievous rumours relating to the King.

TELEGRAMS.

OBITUARY.

M. FREDERIC MISTRAL.

[Reuter's Service To The "Telegraph."]

London, Received March 26.

The death is announced of M. Frederic Mistral, the Provençal poet, who in his earlier life studied Law, but afterwards turned to Literature. His most famous work was "Mireio," which was written in 1859, and for which the poet was honoured by the French Academy.

CRICKET.

Features of the M.C.C. Tour.

The English team have won four out of the five Test Matches played during the tour, says the *Times*, the remaining one having been left drawn. England had been defeated in both the former tours in South Africa; this time they have never been within measurable distance of defeat, and in the one drawn game they did not have much the worse of the position. To go through a tour without defeat is almost, if not quite, without precedent, but England at present have lost only one match—against Natal.

Hobbs and Barnes.

To come more to detail, the great figures in the English side in Test Matches have been Hobbs and Barnes, who as batsman and bowler have no superiors in the world to-day. It would be hard for these men to add much to their reputations, but they have at all events maintained them. Hobbs's consistency and brilliance in Test Matches is proverbial, and he always seems to make runs when they are most needed. His scores in the five matches have been:—82, 23, 92 and 41, 61, 64 and 97, and 33 and 11 not out, which give him an average of 63.

It is hardly necessary to recall Barnes's bowling feats in the present tour; whatever the opposition may have been, they are quite exceptional. He was not playing, of course, in the last Test Match; in the other four his wickets have been:—5 for 57 and 5 for 48; 8 for 55 and 9 for 103; 3 for 26 and 5 for 102; 7 for 56 and 7 for 88—a total of 49 wickets for 536 runs. Barnes is now over 37 years old, but, as he does not play first-class cricket all through the English season, it may be hoped that he will keep his exceptional powers for some years to come. No bowler of modern times is more beautiful to watch.

Mr. H.W. Taylor's Success.

The great feature of the South African cricket has been the extraordinary batting of Mr. Taylor, the captain. It was said in *The Times* after the Triangular Tournament, "Mr. Taylor has shown himself a most promising batsman and it will be surprising if he does not really make his mark in a few years." This opinion has been more than justified before the lapse of two seasons. His scores in the Test Matches have been 109 and 8; 29 and 40; 14 and 70; 16 and 93; and 42 and 87.

Mr. Zuloh has proved himself a useful first batsman, and Mr. Blakenberg and Mr. P. A. M. Hands are obviously valuable cricketers. Considering how limited, comparatively speaking, is the number of players that South Africa has to choose from, it is remarkable that they can put such good sides into the field as they do. All cricketers will hope that the present setback is only a case of *reguler pour mieux sauter*.

LAMBKIN ON SLEEP.

By
Hilaire Belloc.

[This little gem was written for the great Monograph on "Being," which Lambkin never lived to complete. It was included, however, in his little volume of essays entitled "Riotus Almae Matris." The careful footnotes, the fund of information, and the scholarly accuracy of the whole sketch are an example (alas! the only one) of what his full work would have been had he brought it to a conclusion. It is an admirable example of his manner in maturer years.]

In sleep our faculties lie dormant. (1) We perceive nothing or almost nothing of our surroundings; and the deeper our slumber the more absolute is the barrier between ourselves and the outer world. The causes of this "Cessation of Consciousness" (as it has been admirably called by Professor M'Obvy) (2) lie hidden from our most profound physiologists. It was once my privilege to meet the master of physical science who has rendered famous the University of Dreibergswald; (3) and I asked him what in his opinion was the cause of sleep. He answered, with that reverence which is a glory of the Teutonic mind, "It is in the dear secret of the All-wise Nature-mother preserved." I have never forgotten those wise and weighty words. (4) Perhaps the nearest guess as to the nature of Sleep is to be discovered in the lecture of a brilliant but sometimes over-daring young scholar, whom we all applaud in the chair of Psychology. "Sleep" (he says) "is the direct product of Brain Somnolence, which in its turn is the result of the need for Repose that every organism must experience after any specialized exertion." I was present when this sentence was delivered and am not ashamed to add that I was one of those who heartily cheered the young speaker. (5) We may assert, then, that Science has nearly conquered this last stronghold of ignorance and superstition.

(6) As to the Muses, we know well that Sleep has been their favourite theme for ages. With the exception of Oatullus (whose verses have been greatly overrated, and who is always talking of people lying awake at night), all the ancients have mentioned and praised this innocent pastime. Every one who has done Greats will remember the beautiful passage in Lucretius (7) but perhaps that in Siderius Apollinaris, the highly polished Bishop of Gaul, is less well known. (8) To turn to our literature the sunset beginning "To die, to sleep," etc. (9) must be noted, and above all, the glorious lines in which Wordsworth reaches his noblest level, beginning—"It is a pleasant thing to go to sleep," lines which, for my part, I can never read without catching some of their magical drowsy influence.

All great men have slept. George III frequently slept, (11) and that great and good man Wycliffe was in the habit of reading his Scriptural translations and his own sermons nightly to produce the desired effect. (12) The Duke of Wellington (whom my father used to call "The Iron Duke") slept on a little bedstead no larger than a common man's.

As for the various positions in which one may sleep, I treat of them in my little book of Latin Prose for Schools which is coming out next year.

1. The very word "dormant" comes from the Latin for "sleeping."
2. I knew Professor M'O. in the sixties. He was a charming and cultured Scotchman, with a thorough mastery of the English tongue.

MONEY LENT.

Was it \$50 or \$250?

At the Summary Court, this afternoon, before Mr. Justice Gompertz, Bansi Ram sued Kishan Das for the payment of the sum of \$230, being the balance due for money lent to defendant by the plaintiff.

Mr. Crew, of Messrs Hastings and Hastings, appeared for the plaintiff, and Mr. J. H. Gardiner defended. Mr. Crew said they claimed for the balance of money lent by the plaintiff to the defendant. What happened was that in March of last year the plaintiff received certain monies from a brother in America. He lent portion of that money, \$250, to the defendant with whom he was living at the time and knew very intimately. He subsequently pressed for payment in December or November last, and his friend admitted that a letter was written by him (Mr. Crew's) firm to the defendant, for the payment of this money. An arrangement was come to by which defendant was to pay in \$10 instalments per month.

Mr. Gardiner:—That is admitted. A fifty dollar loan, of which we paid \$20.

Mr. Crew said they denied the amount of \$50. The letter sent by his firm was forwarded to the plaintiff's brother in America and a letter sent asking him to intercede for him in the matter; to allow it stand over.

Plaintiff said he had received nothing but the \$20 for which he had given receipts.

Judgment was given for plaintiff for \$30.

THE PORT OF LONDON.

Large Increase in Shipping Tonnage.

The following figures issued by the Port of London Authority show a large increase in the tonnage using the port during the first nine months of the financial year 1913-1914.

	9 months 1912.	9 months 1913.
Vessels.	1912.	1913.
Tonnage		
paying river dues...	21,285,407	23,504,679
Tonnage using the docks...	13,001,737	14,215,395

3.—Dr. von Lieber-Augustin. I knew him well. He was a charming and cultured German.

4.—How different from the cynical ribaldry of Voltaire!

5.—Mr. Buffin. I knew him well. His uncle is Lord Glenalton, one of the most charming and cultured of our new peers.

6.—See especially Hypnotism, being the researches of the Research Society (xiv. vols., London, 1893), and Superstitions of the Past, especially the belief in the Influence of Sleep upon Spells, by Dr. Berardini Translated by Mrs. Blue. (London: Tooby & Co. 1895.)

7.—Bk I or Bk IV.

8.—Amo dormire. Sed nunquam dormire post nonas horas nam episcopus sum et volo dare bonum exemplum fidelibus App Sid. Epistol. Bk. III, Epist. 26. (Liebernachs' edition. Berlin, 1875.) It has a true ring of the fifth century.

9.—So Herriek, in his famous epigram on Buggins. A learned prelate of my acquaintance would frequently quote this.

10.—The same lines occur in several other poets. Notably Tupper and Montgomery.

11.—See Private Memoirs of the Court of Geo. III. and the Regent by Mrs. Fitz-Hugh.

12.—See further, *The Morning Star of England*, in "Stirrers of the Nations Series," by the Rev. H. Turmay, M. A. Also Poes and Friends of John of Gaunt, by Miss Mitohkin.

13.—Latin Prose, 3/6. net. Jason & Co., Piccadilly.

NORTHERN NEWS.

Mr. A. E. Armstrong, Western Superintendent of Singer's Co., is believed to be just now on a tour of the Kiangsi Province and not near the scene of the present trouble.

Victory.

The *C. C. Post* ironically states that a battalion of Northern troops has returned to Wuohang from Sinyangchow, having "defeated" the "White Wolf" brigands by driving them to the place to which they wished to go.

Recovered.

Dr. F. E. Hinckley, U. S. District Attorney, Shanghai, has recovered from his illness and has now left Hospital.

Left Shanghai.

Captain Nolasco, formerly of the Portuguese Co. L.V.O., accompanied by Mrs. Nolasco and family, left Shanghai, by the Siberian route the other day for Lisbon where they will reside in future. A large gathering of the Portuguese community and others assembled at the jetty to bid them bon voyage, and as the tender moved off the travellers were greeted with a fusillade of bombs and crackers from their native friends. At noon, previous to leaving, a reception was held at the Club Uniao and was largely attended by Portuguese residents, the popular ex-Captain being the recipient of many good wishes for a pleasant journey.

Memorial Temple for Officers.

The Acting Tath of Kiangai, Li Shun, has submitted to the President a memorandum wherein he reported that in compliance with the Mandate he had raised funds for the erection of memorial temple for offering sacrifice to the officers and soldiers who had lost their lives in the battlefields, as to console their faithful spirits and requested that a votive tablet be granted in order that the building may last for a considerable length of time. In a receipt the President orders the Ministries of Interior and Army jointly to discuss and decide the matter.

Indemnity Fund.

Since the establishment of the Republic, the Boxer indemnity fund has not been regularly paid owing to the stoppage of payment of the fund by the provinces. For several times the Central Government has ordered the provinces to resume the payment of the indemnity fund and the repayment of foreign loans, but these orders were unheeded. The President is now consulting the Ministers of Finance with a view to submitting a bill to the Financial Council to devise ways and means to pay the indemnity fund regularly.

Old Chefoo Resident Dead.

Mr. J. Smith, the oldest Chefoo resident, who had been in ill health for the past year, succumbed on the 12th inst. He came to Chefoo about 50 years ago and has been closely identified with the port for a longer period than the majority can remember. Mr. Smith, whose real name was J. Ryterburgh, was a native of Holland, and born in 1833. Upon his arrival in a sailing ship he commenced trading; his principal business being the supplying of the Foreign troops and men-of-war with provisions. This brought him to Chefoo when the French made this port their base of operations during their early war with China. It was shortly after that he joined Mr. "Harry" Sietas and with him established the well-known firm of Messrs H. Sietas and Co. Later on again he started a business of his own which he carried on until a few years ago when he went to live with his daughter who resided at Newchwang and later at Harbin. About two years ago he returned to Chefoo, since which time he has been in failing health. He leaves one daughter, Mrs. A. W. Ledeboer, who at present lives in Hoibow, to mourn his loss, to whom sympathies are extended.—*Chefoo M. Post*.

V.R.C. SPORTS.

Forthcoming Athletic Meeting

The V.R.C. propose to hold an athletic meeting on Saturday, April 18, on the Hongkong Football Club's ground, under A.A. Rules, subject to sufficient entries being received.

The list of Events is as follows:—

Long Jump.
High Jump.
120 yards Flat Race. (Handicap.)

Boys' Race 100 yards. (Handicap.) Open to Boys between the ages of 6 and 10.

220 yards Flat Race. (Handicap.)

Girls' Race 80 yards. (Handicap.) Open to Girls between the ages of 6 and 10.

Bicycle Race, 2 miles. (Handicap.) Start in Saddle.

100 yards Flat Race. (Challenge Cup.)

220 Flat Race: Open to Sailors, Soldiers and Police.

220 yards (Handicap). Confined to Members of V. R. Club only.

Bicycle Race, 3 miles (Handicap). Start in Saddle.

Half-mile Flat Race. (Handicap.)

Girls' Race, 100 yards. (Handicap.) Open to Girls between the ages of 10 and 15.

Tug-of-War—3 men a side—open to Officers, Non-Commissioned Officers and men of the Navy, Volunteers, and European Police. Each Ship Regiment or Corps may enter one team only.

440 yards Flat Race. (Challenge Cup.)

Boys' Race, 440 yards. (Handicap.) Open to Boys between the ages of 10 and 16.

Bicycle Race, 1 mile. (Handicap.) Open to competitors of Events 7 and 11 who have not been placed. Start in Saddle.

One Mile Flat Race. (Handicap.)

Consolation Race.

440 yards Relay Race. Teams of Six a side. Open to Native Regiments of the Colony.

TENNIS.

Hongkong C.C. Tournament.

The following are further results to date in the tennis tournament arranged by the Hongkong Cricket Club:—

Singles Handicap, "A" Class:—S.E. Green, owes 15/3, beat A. H. Crook rec. 15, 6-2, 6-1.

Singles Handicap "B" Class:—second round:—J. R. Wool

owes 3-6, beat W. H. Viveash

owes 3-6, 6-4, 7-5.

Doubles Handicap:—Second Round:—F. Maitland and H. A. Nesbit, owe 30, beat R. O. Hitchison and T. H. King rec. 2-6, 8-6, 6-1.

Professional Pair:—Ford and Clarke beat L. N. Murphy and H. C. Sandford 6-0, 4-6, 9-7.

UNCLAIMED TELEGRAMS.

Eastern Extension Company.

Bananah, Saigon.

Dionzon, Manila.

Gessonggang for Lajwin, Batavia.

Harikshan, Moga.

Hongmew, Singapore.

Hongchengohi, Macao.

Hongsiang, London.

Hopkee, Saigon.

Kohkimpang, Singapore.

Leongheng, Bangkok.

Potwari, Calcutta.

Rozario, (Oswald), Shanghai.

Sweeyongwan, Singapore.

Taichan, Singapore.

Teeters, John L. Legaspi

Twankee, Rangoon.

Wongohunkwe (Chop Yingfat-long, Taph.

Yee, Penang.

Yceangyuen, (2) Ternate and Singapore.

Yeeoonyuen Singapore.

Yonghinhoe (Chop Wingseng-koi), Singapore.

THE MAWSON EXPEDITION.

Dr. Douglas Mawson's Own Account

Dr. Douglas Mawson sends the following to the Daily Mail:—

The following is a terse statement of the work accomplished:—

First, the successful negotiation by the ship of the Antarctic pack ice in a fresh sphere of action, where the conditions were practically unknown. This resulted in the discovery of new lands and islands.

Second, the establishment of two Antarctic wintering stations separated by an air line of 1,600 miles, both stations being on lands never before sighted. At these stations scientific programmes have been conducted, in one case for a period of one year, in the other extending over two years.

Third, journeys have been made over the sea-ice and the Continental plateau in regions never before sledged over. At the main base journeys aggregating 2,400 miles were made, and at the western base journeys of 800 miles. These figures do not include depot journey (for the purpose of placing provisions for future marches), supporting parties, or relay work. The land has been followed through 33deg. of longitude, 27deg. of which were sledged over.

Fourth, the establishment of the party at Macquarie Island, the sub-Antarctic possession of the Commonwealth and the spending of two years in mapping and investigating the island, which acts as a wireless connecting link with the Antarctic main base. Weather conditions were communicated daily to the Commonwealth Meteorological Office for immediate use in preparing forecasts.

Fifth, oceanographic investigations, chiefly of the nature of soundings and trawlings, were prosecuted from the ship in the depths between Australia and Antarctic and along the Antarctic Continental shelf. Trawlings have been successfully conducted to depths of two miles, and by soundings the Continental shelf has been indicated through 55deg. of longitude.

These are the details regarding the party I myself led:—

My companions were Lieutenant Ninnis, of the Royal Fusiliers, and Dr. Mertz, the expert Swiss ski-runner. Our object was to dash as far east as possible to ascertain the nature of the land in that direction. We were assisted by sixteen dogs in dragging a load of over 1,700lb.

The morning of December 14, 1912, found us in latitude 68deg. 53min. south, and longitude 151deg. 35min. east, having covered a distance of 311 miles. The track had lain over plateau heights and crevassed glacial depressions, three of which were encountered. Altogether the ascents aggregated 9,000ft., and the descents as much.

We were all in the highest spirits. All trouble seemed then at an end as we had arrived on an unbroken plateau with a clear sweep from the coast to the east, and it was intended to keep our track at a safe distance to the south of the crevassed coastal downfalls.

December 14 was a beautiful day. We were just revelling in it when calamity overtook us. Mertz on ski, as trail-breaker, was a quarter of a mile in advance of myself and the first dog-team. Close behind me came Ninnis, with a select team of dogs dragging the sledge on which were packed the more vital necessities. The arrangement had been adopted because we thought that if any were to suffer by crevasses it would be the first sledge.

The Crevasse.

Believing we were outside the danger zone, I was greatly surprised to observe the faint outline of a crevassed crossing our path. Mertz had crossed without regarding it as specially dangerous. My team was on top of it before I was aware of the fact, but I was not specially anxious. I had already negotiated scores of crevasses.

However, as was the custom, I called back "Crevasse" to put Ninnis on his guard.

Looking behind soon after, what was my astonishment when nothing met my eye but the great expanse of snow and ice!

Where were Ninnis and the

team? Then the possibilities of the crevasses dawned upon me. Hastening back we came to a yawning abyss.

As our eyes became accustomed to the dark blue light from below an injured dog was observed caught on a ledge, and he presently began to moan.

Some other fragments were also observed at the same spot, but no trace of our comrade.

Gone to Instant Death.

He must have gone down—whether we knew not, but certainly to instant death.

We called for hours without answer.

The dog ceased to moan and an eerie stillness rose from the depths.

All the rope left was of no avail to reach the ledge 150ft. below, where the remains of the dog and a few scraps might have been secured, any of which would have been of great value in the position in which Mertz and I were left.

The remaining sledge had only one and a half weeks' man-food, and no food at all for the six woefully emaciated dogs. There was saved a spare tent-cover and a frame for the tent was improvised by using a pair of ski and the theodolite's legs. Later on a broken spade was picked up at an old camp.

We decided that by eating the dogs we should have food enough to reach the hut across the plateau. The sea-ice was breaking up.

Nine hours after the accident we read the burial service and started our return. Our food was apportioned on a mileage basis.

Owing to the delays of bad weather and the reduction of rations, the dogs gave out daily. Soon none were left.

There was no nutriment in their flesh and no marrow in their bones.

Early in the first week of January 1913 we arrived at a point 10 miles from the hut. Our alimentary systems were affected by the short rations. Mertz was worse than I, and very weak. The weather was abominable.

Day after day there was dense falling and drifting snow. The cold struck home as it never does when one is in good condition.

Stages of a few miles were covered with great difficulty.

On January 3 it became evident that my comrade's condition was worse than my own. Even the best food we had did not have the effect we expected.

Mertz was very cheerful. I could not have wished for a better companion. The same applied to Ninnis. Both were fine characters.

The Death of Mertz.

The weather was a little clearer on January 6, but owing to the slippery surface falls were continuous. It was some evidence that Mertz could not proceed on foot. With him on board the sledge, even with the help of a sail, progress was slow. Much toil resulted in only two and a half miles being recorded on the sledge-meter. It was possible to steer only a very rough course in the drift.

On the morning of January 7 Mertz's condition was much worse. About midnight on January 7-8 he passed away.

My own condition was such as to hold out little hope. I determined to push on to the last.

Of the month that followed, consumed on the one hand by the close fight with starvation and on the other with the war upon the miles that lay ahead, I do not wish to be reminded.

It snowed and drifted almost every day. I crossed a crevassed glacier and several times fell in to the whole length of the rope attached to the sledges. I had miraculous escapes in these falls, as I was so weak that I could scarcely climb out by the rope.

My skin, hair, and nails came off.

Unexpectedly I found food in a cache left by the search party. I reached the hut eventually.

Now I am well again.

DOUGLAS MAWSON.

Bravely Rewarded.

King George has awarded 228 medals for bravery to persons who took part in rescue work in connection with the burning of the *Voltorno* in the Atlantic last October. The Board of Trade also has presented pieces of plate and binoculars to the officers and 2,800 to the seamen of the liners

which helped in the rescue.

DAIRY FARM NEWS.

BACON & HAM

DO YOU WANT THE BEST FOR YOUR TABLE
SEND US YOUR ORDERS
WE STOCK ABSOLUTELY 1ST QUALITY MILD CURED.

AUSTRALIAN BACON AND ENGLISH HAMS.

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OF HIGH QUALITY

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SOLE AGENTS,

KRUSE AND CO.

Consignees

NIPPON YUSEN KAISHA,

NOTICE TO CONSIGNEES.

From EUROPE, COLOMBO and STRAITS.

THE Company's Steamship

"MISHIMA MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf & Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 31st March, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents, Hongkong, 24th Mar., 1914. [1197]

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE & MOJI.

THE Steamship

"JAPAN,"

having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DAVID SASSOON & CO., LTD. Agents, Hongkong, 25th Mar., 1914. [1198]

To Sail

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking cargo on Through Bills of Lading to Rangoon, Madras and Mauritius).

THE Steamship

"JAPAN,"

Captain C. H. Seddon, will be despatched for the above ports on FRIDAY, the 27th instant at 3 p.m.

For Further Particulars, apply to

DAVID SASSOON & CO., LTD. Agents, Hongkong, 24th Mar., 1914 [1197]

To-day's Advertisements

TO LET.

TO LET furnished for 8 weeks from the 6th April next No. 6 the Peak (Bishops Lodge North) Apply PALMER and TURNER, Hongkong.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

FRIDAY, the 3rd April, 1914, commencing at 5 p.m. at his

Sales Rooms, Duddell Street, A Valuable Collection of

Postage Stamps.

Comprising:—HONGKONG, SAMOA, SIAM, MACAU, TIMOR, TRANSVAAL, MA-PEKING, THIBET, CHINA, CEYLON etc. etc.

(The stamps have been examined by kind favour of Messrs. Graca & Co. and they are pronounced to be genuine, in perfect condition and according to the catalogue.)

Catalogues will be issued. On View Now.

Terms:—Cash on delivery. GEO. P. LAMMERT, Auctioneer.

LOST.

LOST.—Small dark brown bull calf. One year old. No horns. Return to R. G. Munro, The Peak.

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"MEN'S WEAR SPECIALISTS."

Summer
WHITE SHIRTS

LIGHT WEIGHT LONG CLOTH
SOFT FRONTS STIFF CUFFS

\$3.50 EACH 6 FOR \$19.50

DES VOEUX ROAD,

Next door to Thos. Cook & Son

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WM. POWELL, LTD.

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FOR THE PRESENT AND COMING SEASON.

ALWAYS MODERATE FOR THE BEST.

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LARGE SELECTION OF WRIST WATCHES

FOR LADIES & GENTLEMEN. Prices Right.

ALL WATCHES SOLD BY US ARE FULLY GUARANTEED.

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Specially Prepared for the Climate.

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NEW IMPROVED MODELS JUST UNPACKED.

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CANADIAN PACIFIC
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From Hongkong	From Quebec
Empress of India	2nd April.
Monteagle	8th April.
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	Allan Line
	th May.

All Steamships leave Hongkong at noon.

The "EMPRESS OF RUSSIA," and "EMPRESS OF ASIA," are new quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPRESS OF RUSSIA," "EMPRESS OF ASIA," via Optional Atlantic Port, £71.10.

"EMPRESS OF INDIA," "EMPRESS OF JAPAN," via Optional Atlantic Port £65.

"MONTEAGLE," Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.
Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

S.S. "Torilla," 5,205 tons, Capt. Swanson, R.N.R. will be despatched for SHANGHAI, KOBE & MOJI on 18th April.

S.S. "Dilwara," 5,378 tons, Capt. Ramago, R.N.R. will be despatched for SHANGHAI, KOBE & MOJI on 25th April.

WESTWARD.

S.S. "Japan," 6,013 tons, Capt. Seddon, will be despatched for SINGAPORE, PENANG & CALCUTTA on 27th Mar.

S.S. "Dunera," 5,589 tons, Capt. Dickinson, will be despatched as above. Quick Despatch.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to,

DAVID SASSOON & CO., LTD.

Hongkong, Mar. 24th, 1914.

Agents.

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents, Bankers, &c.

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Marseilles, Havre, Bremen and Hamburg and New York.

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Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama:

Hoerde.....14th Apr. Andalusia.....15th June.
Segovia.....11th May. C. Ferd. Laeisz.....10th July.

HOMeward.

For Havre Bremen & Hamburg:
Scandia.....29th Mar.
For M'les, D'kir, R'dam, H'burg:
Sachsen.....31st Mar.
For Havre Emden & Hamburg:
Assyria.....4th April.
For Havre B'men & Hamburg:
Alesia.....8th April.
For Havre Bremen & H'burg:
Bayern.....23rd April.
For M'les, H'burg & Antwerp:
Belgravia.....28th April.

For Havre & Hamburg:
Brigavla.....10th May.
For Hamburg & Antwerp:
Arabia.....15th May.
For Havre, Emden, & Hamburg:
Uckermark.....16th May.
For Havre & Hamburg:
Schwarzburg.....19th May.
For Havre, Bremen & H'burg:
Altmark.....1st June.
For Rotterdam & Hamburg:
Brasilla.....6th June.

For Further Particulars, apply to—

Hamburg-Amerika Linie,
Hongkong Office.

Shipping

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.



Projected Sailings from Hongkong—

Subject to Alteration

Destination.	Steamers.	Sailing Date
MARSEILLES, LONDON & AN- TWERP, via Singapore, Malacca, Penang, Colombo, Suez, & Port Said.	Kamo Maru Capt. Shimizu T. 16,000 Kashima Maru Capt. Yagi T. 20,000	(WEDNES., 8th Apr. at 10 a.m. (WEDNES., 22nd Apr. at 10 a.m.

VICTORIA, B.C., and SEATTLE Shanghai, via Moji, Kobe, Yok- kaichi, and Yokohama.	Awa Maru Capt. Tominaga T. 12,500 Shidzuoka Maru Capt. Iizawa T. 12,500	(TUESDAY, 7th Apr. at noon. (TUES., 21st Apr. at noon.
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SYDNEY & MEL- BOURNE, via Manila, Thurs- day Island, Townsville and Brisbane.	Tango Maru Capt. T. Sekino T. 13,500 Nikko Maru Capt. Takeda T. 9,000	(WEDNES., 8th Apr. at noon. (WEDNES., 6th May, at noon.
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CALCUTTA via S'pore, Penang & Rangoon.	Kanagawa Maru Capt. Machida T. 12,500	(MONDAY, 6th Apr.
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BOMBAY via Singa- pore and Colombo.	Rangoon Maru Capt. Kamoshita T. 12,500	(FRIDAY, 27th Mar.
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KOBE & Yokohama.	Kaga Maru Capt. Tabusa T. 12,500	(THURS., 9th Apr. at 11 a.m.
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NAGASAKI, Kobe & Yokohama.	Nikko Maru Capt. R. Takeda T. 9,600	(WED., 8th Apr. at 11 a.m.
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KOBE (direct).	Tottori Maru Capt. Mosen T. 10,000	(FRIDAY, 27th Mar.
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KOBE (direct).	Sanuki Maru Capt. Deguchi T. 12,500	(SATURDAY, 11th Apr.
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† Cargo only.

† Fitted with new system of wireless telegraphy.

PASSENGER SEASON 1914.

FOR EUROPE.

Kamo Maru	16000 tons sails	Wednesday	8th April.
Kashima	20000	"	22nd "

FOR AMERICA.

Awa Maru	12500 tons sails	Tuesday	7th April.
Shidzuoka	12500	"	21st "

For further information apply to

Telephone No. 292.

T. KUSUYOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers To Sail.

HAIPHONG.....	Sungkiang	27th Mar. at 10 a.m.
W'WEL, C'FOO & TIENTSIN	Kueichow	28th Mar. at 4 p.m.
SHANGHAI & TSINGTAU.....	Chenan	28th Mar. at m'night
SHANGHAI.....	Shaohsing	31st Mar. at noon
MANILA, CEBU & ILOILO.....	Taming	31st Mar. at 4 p.m.
SHANGHAI.....	Anhui	2nd Apr. at 4 p.m.
SHANGHAI & TSINGTAU.....	Yingchow	4th Apr. at m'night
MANILA, CEBU & ILOILO.....	Tean	7th Apr. at 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"
MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming" and "Tean." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Tean."

SHANGHAI LINE.—The Twin Screw steamers "Anhui," "Chenan," and the S.S. "Liangchow," "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the trans-shipment at Woosung.

Reduced Fares:—Single \$45; Return \$75.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 36

Hongkong 26th Mar., 1914.

RUSSIAN VOLUNTEER FLEET.

HONGKONG AGENCY.

Homeward Bound.

(Odessa via usual ports of call.)

The S.S. Vladimir, 5,620 R.T., Commander Kamichansky, left Vladivostok on the 21st Day of March, via Nagasaki and Tsingtau, and can be expected at Hongkong about the 6th Day of April.

For Freight, Passage and further particulars, apply to

Capt. D. A. LUKHMANOFF, Agent.

Hongkong, 24th Mar., 1914.

Hotel Mansions, 3rd Floor, Rooms No. 12a & 14, Tel. No. 1224.

Shipping

HONGKONG
PHILIPPINES.PHILIPPINES
STEAMSHIP CO.

Steamship.	T.	Captains.	For—	Sailing date.
Rubi	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo.	THURS., 2nd Apr. 4 p.m.
Zafiro	4000	F. S. McMurray	Manila, Mangarin, Cebu and Iloilo.	SATUR., 11th Apr. 4 p.m.

Electric light Fans in every cabin; competent stewardsesses carried.

Passengers holding round trip tickets may return by any steamer of the Pacific Mail S.S. Co., Toyo Kisen Kaisha, Norddeutscher Lloyd and Eastern and Australian Steamship Co., Ltd.

For Freight or Passage apply to

SHEWAN TOMES & CO.
GENERAL MANAGERS

Hongkong, 26th Mar. 1914.

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjikini	SHAI	2nd half Mar.	JAVA	2nd half Mar.
Tjipanas	JAVA	2nd half Mar.	JAVA	1st half Apr.
Timah	JAVA	1st half Apr.	JAVA	1st half Apr.
Tjibodas	JAPAN	1st half Apr.	JAVA	1st half Apr.
Tjimatjap	JAPAN	1st half Apr.	JAPAN	1st half Apr.
Tjimanoeck	SHAI	2nd half Apr.	JAVA	2nd half Apr.
Tjitaroem	JAVA	2nd half Apr.	JAPAN	2nd half Apr.
Tjitaroem	JAVA	1st half May	SHAI	1st half May.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building.

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement	Leave Hongkong.
Tenyo Maru	22,000 - 21 knots	Sat., 4th Apr.
Nippon Maru	11,000 - 18 knots	Wed., 8th "
Hongkong Maru	11,000 - 18 knots	Sat., 25th "
Shinyo Maru	22,000 - 21 knots	from Kobe 11th May.
Chiyu Maru	22,000 - 21 knots	Tues., 19th May.

† Passengers by this steamer may travel per S.S. Hongkong Maru, via Manila. Omitting Shanghai.

All steamers will be despatched at NOON.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£60. " " £96.10.

" " San Francisco £45. " " £68.

† Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, TIQUQUE and VALPARAISO.

Thence by TRANS-ANDAN ROUTE to BUENOS AIRES.

For Full Particulars as to Passage & Freight, apply to

S. MORIMOTO, Agent.

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN

STEAMERS CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION).

Steamers.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Eastern	14th Mar.	9th April at 10 a.m.
Aldenharn	4th April.	1st May
Empire	2nd May.	29th May

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, French Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardesses are carried.

For further particulars, apply to

Gibb, Livingston & Co.

Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

Steamship.	Captain	Leaving.
Haitan	J. S. Roach	FRIDAY, 27th Mar. at 11 a.m.
Haiyang	A. E. Hodgins	TUESDAY, 31st Mar. at 11 a.m.
Haiching	W. O. Passmore	FRIDAY, 3rd Apr. at 11 a.m.

FOR SWATOW.

Haimun.....J. W. Evans.....SUNDAY, 29th Mar. at 10 a.m.

Haimun.....J. W. Evans.....WEDNES., 1st Apr. at 11 a.m.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Lepark & Co.

General Managers.

LOG BOOK.

Safety at Sea.

Another of the numerous devices for preventing loss of life at sea invented since the Titanic disaster, is described in the *Frankfurter Zeitung*. According to experts, this will enable shipwrecked persons to remain afloat for days. The apparatus is shaped like a champagne cork. The top is formed by a cone, in which there is a "bull's-eye" window, which can be lifted up in order to enter. The middle portion is composed of an envelope of suitably-treated oil-cloth, provided with two air ves. The lower portion, a metallic reservoir, is filled with water to prevent overturning. The apparatus was tested in the fishing harbour at Geestemund with most successful results. A sailor got in it, and it was lowered into the water. The craft was forced under water and overturned, but immediately assumed a horizontal position again. The occupant could open the window and communicate with the outer world. This contrivance can very easily be installed on board ship, and keeps its occupants safe for days, inasmuch as no water can penetrate. The domed cover of the apparatus is equipped with some twenty rings, by means of which a number of persons can support themselves if necessary. Provisions can also be carried.

Ship's Engineer's Death.
A young Dutchman named Nollans, fourth engineer on the steamer Van der Capellen, met with a shocking death last week. The vessel had reached the Amoy, and was anchored off Tarempa. The deceased and several colleagues took the opportunity to have a dip. They were swimming about, some distance from the ship. The deceased was farthest away, and his companions were suddenly startled to hear him shrieking loudly. They then saw him struggling with the sea in his vicinity red with blood. A sampan readily came his assistance, and he managed to clamber aboard, when it was discovered that one leg had been bitten off close to the thigh by a shark. With all haste he was taken to the steamer, but he soon expired from loss of blood. He was buried ashore at Tarempa.

The Aquatania.
When the Aquatania, the Cunard's latest levathan, is ready to sail on its maiden voyage this spring, her owners declare that she will be the most perfect vessel that ever left a shipyard. While many millions have been expended to make her the staunchest ship afloat, a fortune has been invested in the decoration and furnishing of the numerous social halls, the dining saloons and the R. man swimming pool. Among the many innovations on this floating palace will be a specially constructed dance floor and an art gallery that will contain several master pictures.

Yacht's Picture.
The steam yacht Niagara, which was recently in Singapore harbour with its millionaire owner, Mr. Joseph Leiter, on board, had in the music room a Dutch painting said to be worth \$10,000. Many attempts have been made to steal it, and even when the Niagara was in Eastern waters, constant watch was kept for international thieves, who seem remarkably determined by the way they have returned time after time to endeavour to pilfer it.

Olympic's Big Sister.
The new White Star liner Britannic has been launched from Messrs. Harland and Wolff's yard at Belfast. Her dimensions are: Length, 900ft.; breadth, 94ft.; height from keel to navigating bridge, 104ft. 6in.; gross tonnage, 50,000; passenger accommodation for 2,500 (790 first class), and crew accommodation for 950. The Britannic is not so large as the new Cunard liner Aquatania and the German liners Vaterland (58,000 tons) and Imperator (52,000 tons), but it is claimed she is the strongest ever launched, and she has the greatest beam. The tonnage of the Olympic is about 45,000. Forty-eight of the largest size of lifeboats yet made are being fitted, and two of these have powerful engines.

Oysters, Fresh, Fried or Stewed
Finlon Haddock, Kippers &c.
ALEXANDRA CAFE.

Shipping

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected sailings from Hongkong—Subject to Alteration.)

For	Steamship	On
Kobe & Moji	Onsangi	Fri., 27th Mar. at noon.
SHANGHAI via Swatow	Kwongsang	Sat., 28th Mar. at 2 p.m.
MANILA	Loongsang	Sat., 28th Mar. at 2 p.m.
TIENSIN via Swatow	Chipsang	Sun., 29th Mar. at 11 a.m.
SHANGHAI	Hangsang	Tues., 31st Mar. at 11 a.m.
SHANGHAI, Kobe & Moji	Kulsang	Tues., 31st Mar. at 2 p.m.
S'PORE, P'ang & C'utta	Namsang	Fri., 3rd Apr. at 2 p.m.
MANILA	Yangsang	Sat., 4th Apr. at 2 p.m.
Y'HAMA, Kobe & Moji	Loat	Tues., 7th Apr. at noon
Y'HAMA, Kobe & Moji	Kumsang	Sat., 11th Apr. at noon

Return-Tours to Japan (Occupying 24 days).

The steamers "Kulsang," "Namsang," and "Hangsang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Fooksang," "Kumsang," "Loat," "Yangsang," and "Sulsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

The steamers "Choyasang," "Kwongsang," and "Hangsang" will call at Swatow on their way down from Shanghai.

These vessels have all modern improvements and are fitted throughout with electric light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dally, Weihaiwei, Tsingtau.

Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Usukan Jesselton and Labuan.

For Freight or Passage, Apply to JARDINE, MATHESON & CO., LD. Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

"Shire" Line Service.—Homeward.

For	Steamers	Date of Sailing
LONDON & ANTWERP	Merionethshire	11th April.
LONDON, ROTTERDAM & ANTWERP	Cardiganshire	18th May.

Trans-Pacific "Shire" & "Glen" Joint Service.

For	Steamers	Date of Sailing
VTORIA VVER, STLE, TACOMA & PLAND	Den of Ruthven	5th April.
VTORIA VVER, STLE, TACOMA & PLAND	Glenloch	3rd May.
VTORIA VVER, STLE, TACOMA & PLAND	Carharvonshire	28th May.

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LD. Telephone No. 215 Sub-Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN Yokohama, Kobe, Hongkong, Straits and Rangoon.

WESTWARD.

The S.S. Jelunga, 3,906 tons gross, Capt. J. R. O'SULLIVAN will be despatched for Singapore, Penang and Rangoon on the 27th inst., at noon, taking cargo and Passengers at current rates.

For Freight and Passage, apply to JARDINE, MATHESON & CO., LD. Telephone No. 215. Agents.

THE TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, Ltd.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS, FORGEWRIGHTS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

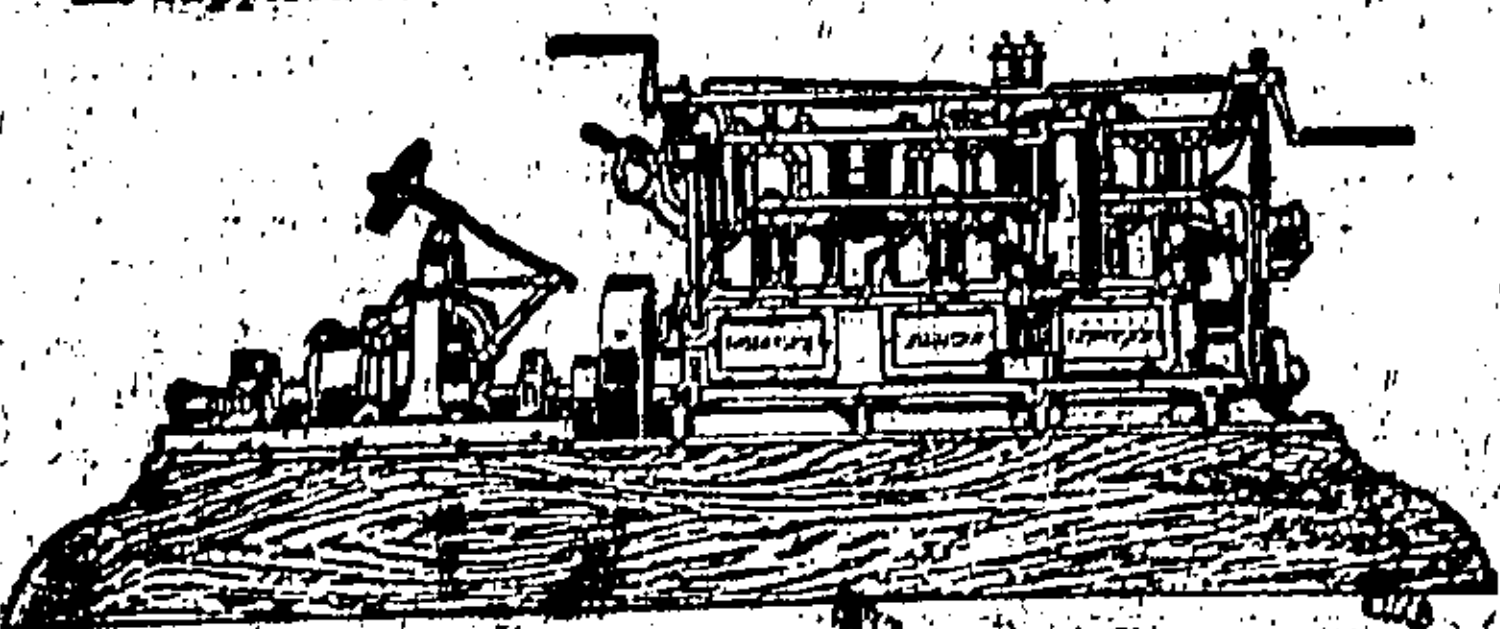
GRAVING DOCK 78' x 88' x 34' 6" Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 ton displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-HEAD CRANES throughout the Shop, ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS for: JOHN I. THORNYCROFT & CO., LTD. PETROL & KEROSENE MARINE MOTORS 7-1/2 150 B. H. P. As supplied to the British Admiralty & War Office.



C.6 type Motor and Reserve Gear. B.H.P. Paraffin 70. Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING AND LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN AGENTS.

Telegraphic Address: "TAIKOODOCK."

TELEPHONE No. 211.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
Havre, & Hamburg	Scandia	H. A. L.	28, Mar.
Havre, Emden and Hamburg	Goettingen	N. D. L.	28, Mar.
Bremen	Devanba	P. & O.	28, Mar.
London via Usual Ports of Call	Glenlogan	S. T. Co.	31, Mar.
London via Plymouth	Sachsen	H. A. L.	31, Mar.
M'les, D'kirk, R'dam & H'burg & Bremen	Tuebingen	N. D. L.	E. of M.
Odessa via Port of Call	Vladimir	R. V. F.	E. of M.
London & A'werp via S'pore etc.	Malta	P. & O.	1, Apr.
Dunkirk, R'dam & Hamburg	Aragonia	H. A. L.	3, Apr.
Havre, Emden & Hamburg	Assyria	H. A. L.	4, Apr.
T'ie, Fiume V'co, via S'pore etc.	Austria	S. W. Co.	6, Apr.
Marseilles via Ports	Chili	M. M.	7, Apr.
Marseilles via S'gon, S'pore, C'bo, Port Said	Amazona	M. M. Co.	7, Apr.
Havre, & Hamburg & C.	Alesia	H. A. L.	8, Apr.
London and Antwerp	Mer'shire	J. M. Co.	8, Apr.
M'les, L'don, A'werp via S'pore etc.	Kamo M.	N. Y. K.	8, Apr.
Trieste, via Singapore, Penang, Colombo, etc.	Koerber	S. W. Co.	15, Apr.
Havre, Bremen & Hamburg	Bayern	H. A. L.	23, Apr.
Marseilles, Antwerp, R'dam	Lothringen	N. D. L.	M. of Apr.
Bremen & Hamburg	Thuringen	N. D. L.	E. of May
Havre & Hamburg	Brigaviva	H. A. L.	5, May
Marseilles via Ports	Dumbea	M. M.	19, May
Havre, Dunkirk, Emden and Hamburg/Bremen	Gernia	N. D. L.	5, of May

NEW YORK, SAN FRANCISCO AND CANADA.

San F'co via Manila & Japan & C.	Nile	P. M. Co.	31, Mar.
Victoria, B.C. & T'ma via S'hai & C.	Mexico M.	O. S. K.	1, Apr.
Vancouver via S'hai and Japan	E. of India	C. P. R.	2, Apr.
San Francisco, via Shanghai, M'la, Japan and Honolulu	Tenyo M.	T. K. K.	4, Apr.
New York	Atholl	D. L. Co.	4, Apr.
San Francisco and San Pedro	R. Dollar	R. D. Co.	4, Apr.
Victoria, Vancouver Seattle, Tacoma & Portland	Den. of Ruthven	J. M. Co.	5, Apr.
Victoria, B.C. S'le via Shanghai & C.	Awa M.	N. Y. K.	7, Apr.
Vancouver via S'hai, Japan etc.	Monteagle	C. P. R.	8, Apr.
San Francisco via S'hai & Manila	Nippon M.	T. K. K.	8, Apr.
Mexican, Peruvian and Chile	Seiyo M.	T. K. K.	11, Apr.
Ports via Japan	Hoerde	H. A. L.	14, Apr.
Victoria, V'wer, S'le & P. (Or.)	E. of Asia	C. P. R.	16, Apr.
Vancouver via S'hai and Japan	Chicago M.	O. S. K.	16, Apr.
Victoria, B.C. T'ma via Japan & C.	H'kong M.	T. K. K.	25, Apr.
San F'co via S'hai & Japan & C.	Afghan P.	A. K. Co.	25, Apr.
New York via Suez Canal	M. S. Dollar	R. D. Co.	28, Apr.
San Francisco and San Pedro	Glenloch	J. M. Co.	3, May
Victoria, V'wer, S'le, T. & P.	Shinyo M.	T. K. K.	11, May
San F'co via S'hai & Japan & C.	Chiyo M.	T. K. K.	19, May
San Francisco	C'shire	J. M. Co.	28, May

AUSTRALIA.

Australian Ports via Manila	Tango M.	N. Y. K.	8, Apr.
Australian Ports via Manila	Eastern	G. L. Co.	9, Apr.
Australian Ports via Manila	P. Sigismund	M. & Co.	18, Apr.
Australian Ports via Manila	Taiyuan	B. & S.	2, Apr.
Australian Ports via Manila	Aldepham	G. L. Co.	1, May
Australian Ports via Manila	Nikko M.	N. Y. K.	6, May
Aust alia	Empire	G. L. Co.	29, May

SINGAPORE, COAST PORTS AND JAPAN

Singapore, Penang & Calcutta	Dunera	D. S. Co.	27, Mar.
Swatow, Amoy and Foochow	Haikan	D. L. Co.	27, Mar.
Singapore, Penang & Rangoon	Jelunga	J. M. Co.	27, Mar.
Bombay via Singapore & Colombo	Rangoon M.	N. Y. K.	27, Mar.
Haiphong	Sunkiang	B. & S.	27, Mar.
Shanghai and Tsingtau	Chenan	B. & S.	28, Mar.
Manila	Loongsang	J. M. Co.	28, Mar.
Tamsui via Swatow & Amoy	Dajin Maru	O. S. K.	29, Mar.
Kobe	P. Sigismund	M. & Co.	31, Mar.
Shanghai, Kobe and Yokohama	Kulsang	J. M. Co.	31, Mar.
Swatow, Amoy and Foochow	Hatyang	D. L. Co.	31, Mar.
Shanghai, Kobe and Moji	Kutsang	J. M. Co.	31, Mar.
Manila, Cebu and Iloilo	Taming	B. & S.	31, Mar.
Shanghai	Tijmanok	J. M. Co.	31, Mar.
Shanghai, Kobe and Yokohama	Sosho Maru	O. S. K.	1, Apr.
Anping, Takao via S'pore & Amoy	Per'sia	O. S. K.	1, Apr.
Y'Hama and Kobe via Shanghai	Rubi	B. & S.	2, Apr.
Manila, Mangaria, Cebu & Iloilo	Aohui	B. & S.	2, Apr.
Shanghai	Namsang	J. M. Co.	3, Apr.
Singapore, Penang and Calcutta	Namur	P. & O.	3, Apr.
Shanghai, Moji, Kobe & Y'hama	Princess A.	M. Co.	4, Apr.
Shanghai, Tsingtau, Kobe & Y'hama	Yuensang	J. M. Co.	4, Apr.
Shanghai, Kobe and Yokohama	Uckermark	H. A. L.	5, Apr.
Shanghai, Kobe and Yokohama	Paul Leat	M. M.	5, Apr.
Bombay via S'pore Port S'ham, Penang & Colombo	Java M.	O. S. K.	5, Apr.
S'pore, P'ang, R'gon & C'utta	Kanagawa M.	N. Y. K.	6, Apr.
Yokohama, Kobe and Moji	Lova	J. M. Co.	7, Apr.
Yokohama, Kobe and Moji	Borneo	M. Co.	9, Apr.
Jesselton, Kudat and Sandakan	P. & O.	P. & O.	9, Apr.
Shanghai	Delta	J. M. Co.	11, Apr.
Yokohama, Kobe & Moji	Japan	A. N. Co.	12, Apr.
Shanghai, Kobe & Moji	Torilla	D. S. Co.	18, Apr.
Shanghai, Kobe and Yokohama	Altmark	H. A. L.	18, Apr.
Shanghai, Kobe and Yokohama	W'berg	H. A. L.	1, May
Shanghai, Kobe and Yokohama	Furst Bulow	H. A. L.	1, May
Shanghai, Kobe and Yokohama	Segovia	H. A. L.	1, May
Shanghai, Kobe and Yokohama	Emden	H. A. L.	11, May
Shanghai, Kobe and Yokohama	Sambia	H. A. L.	21, May
Shanghai, Kobe and Yokohama	Frissia	H. A. L.	21, May
Shanghai, Kobe and Yokohama	Silesia	H. A. L.	18, June
Shanghai	Tjikini	J. O. J. L.	Q. desp.
Batavia, Cheribon, Sama'ang, & C.	Tijpanas	J. O. J. L.	Q. desp.
Batavia, Cheribon, Samarang, & C.	Tijmah	J. O. J. L.	Q. desp.
Shanghai	Tijlwong	J. O. J. L.	Q. desp.

MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO DEPART TO-MORROW.

For	Vessels.
Haiphong	Sunkiang
Swatow	Haitan
Kobe	Onsang
Straits	Jelunga
Straits	Japan

VESSELS ADVERTISED TO ARRIVE TO-MORROW.

From	Vessels.
Singapore	Benvorlich
Shanghai	Nippon Maru
Shanghai	Devanba

CANADIAN MAIL.

The C.P.R. s.s. EMPRESS OF JAPAN left Yokohama on the 14th inst., between 2 & 4 p.m.

The C. P. R. s.s. EMPRESS OF ASIA left Vancouver on the 26th instant.

The C. P. R. s.s. EMPRESS OF INDIA arrived Nagasaki on the 23rd instant, at 5 p.m. left Nagasaki on the 24th instant, at 4 a.m. and is to arrive at Shanghai on the 25th inst. at 11 a.m.

The C.P.R. s.s. EMPRESS OF RUSSIA left Nagasaki on the 25th inst. at 8 a.m. and is due to arrive at Kobe on the 26th inst. at 7 a.m.

AUSTRALIAN MAIL.

The I.G.M. s.s. PRINZ SIGISMUND left Sydney on the 7th instant, at 11 a.m. and may be expected here on or about 30th instant.

The s.s. ALDENHAM left Sydney for this port (via Queensland Ports & Manila) on 11th instant and may be expected to arrive here on or about 4th April.

AMERICAN MAIL.

The P. M. s.s. MANCHURIA will be despatched from this port at 1 p.m. on the 26th inst., instead of on the 25th inst., at that hour.

The P. M. s.s. NILE will sail from Hongkong for San Francisco on the 31st inst. at 10 a.m. via Manila, Nagasaki, Kobe, Yokohama and Honolulu.

The T.K.K. s.s. NIPPON MARU which sailed San Francisco on the 27th Feb. is expected to arrive at this port via Honolulu, Japan Ports and Shanghai on the 27th inst. at between 2 to 4 p.m.

The P. M. s.s. MONGOLIA carrying the mails from the United States left Yokohama at noon on the 24th March, and is scheduled to arrive at Hongkong on the 4th April.

GERMAN MAIL.

The I. G. M. s.s. PRINCESS ALICE carrying the German Mails with dates from Berlin of the 4th inst. left Colombo on the 22nd inst. and may be expected here on or about the 2nd of April.

MERCHANT STEAMERS.

The N. Y. K. s.s. KAGA MARU (European Line) left London for this port via ports on the 23rd inst. and is expected here on the 8th April.

The Mogul Line s.s. LOTHIAN sailed from United Kingdom on the 21st ult. for Hongkong via Straits and is due to arrive here about the 3rd April.

The Barber Line s.s. CHALISTER sailed from New York on the 4th ult. for Hongkong.

The I. C. S. N. s.s. KUTSANG from Singapore is due at Hongkong on the 28th inst.

The I. C. S. N. s.s. HANGSANG from Shanghai is due at Hongkong on the 26th inst.

The I. C. S. N. s.s. LOVAT from Calcutta is due at Hongkong on the 4th April.

The S.L. s.s. MERIONETHSHIRE from Vancouver is due at Hongkong on the 7th April.

The S.L. s.s. DEN OF RUTHVEN from London passed the Canal 2nd inst., is due at Hongkong on the 2nd April.

The B. I. S. N. s.s. JELUNGA leaves Hongkong for Singapore, Penang and Rangoon on the 27th instant.

The Danish s.s. ARABIEN left Port Said on the 25th ult. and may be expected here on or about the 26th inst.

The s.s. GLENTURRET passed the Suez Canal on the 13th inst. for Hongkong via Straits.

The East Asiatic Co., Ltd. s.s. CATHAY has left Port Said and may be expected here on or about the 14th of April.

The A. A. S. S. Co.'s s.s. INDRANI passed the Suez Canal on the 17th inst. for Hongkong direct.

The Ben Line s.s. BENVORLICH from Middlebro & London left Singapore for this port on the 21st instant and may be expected to arrive here on or about the 27th instant.

The H. A. L. s.s. AMERICA left Shanghai on the 25th inst. at noon and may be expected here on or about the 26th inst.

The H. A. L. s.s. SCANDIA left Shanghai on the 24th inst. at 3 p.m. and may be expected here on or about the 27th inst.

The Mogul Line s.s. MONTROSE left United Kingdom for Hongkong via Straits on the 23rd inst. and is expected to arrive here on or about the 7th May.

VESSELS IN PORT.

Steamers.

Holene, Ger. s.s. 771, Jensen, 15th inst.—Swatow, 14th inst. Gen.—Jensen and Co.	Manchuria, Am. s.s. 8,750, A. Dixon, 15th inst.—San Francisco, 12th ult. Gen.—P. M. S. Co.	Tsurugisau Maru, Jap. s.s. 2,560, Harada, 15th inst.—Moji, 9th inst. Gen.—M. B. K.
Kamor, Norw. s.s. 949, Falck Muns, 16th inst.—Manila, 12th inst.—A. Buno.	Calcutta, Indian s.s. 3,784, J. Sarav, 15th inst.—Singapore, Gen.—Chinese.	Caboto, Italian s.s. 3,000, C. F. Antiano, 15th inst.—S. Jago.
Manchuria, Am. s.s. 8,750, A. Dixon, 15th inst.—San Francisco, 12th ult. Gen.—P. M. S. Co.	Shansi, Br. s.s. 1,225, Sunons, 17th inst.—Saigon, 12th inst. Gen.—B. and S.	Indien, Ger. s.s. 2,629, S. Pajap, 18th inst.—Kuratou, 13th inst. Gen.—M. & Co.
Manchuria, Am. s.s. 8,750, A. Dixon, 15th inst.—San Francisco, 12th ult. Gen.—P. M. S. Co.	Canfa, Br. s.s. 5,809, W. Cope-Lycett, 15th inst.—Yokohama, 6th inst. Gen.—B. & S.	Swing Bee, E. s.s. 3,784, J. Sarav, 15th inst.—Singapore, Gen.—Chinese.
Manchuria, Am. s.s. 8,750, A. Dixon, 15th inst.—San Francisco, 12th ult. Gen.—P. M. S. Co.	Tijlajap, Dut. s.s. 5,001, F. E. C. v. Scherneck, 17th inst.—Bangkok, 10th inst. Sugar—J. C. J. L.	Triumph, Ger. s.s. 758, Langothin, 18th inst.—Haiphong, 15th inst. Gen.—T. and Co.
Manchuria, Am. s.s. 8,750, A. Dixon, 15th inst.—San Francisco, 12th ult. Gen.—P. M. S. Co.	Chingchow, Br. s.s. 1,905, Doyle, 19th inst.—Kwang-yen, 16th inst. Cement—S. T. & Co.	Doria, Br. Cruiser, 3,405, 18th inst.—Shanghai.
Manchuria, Am. s.s. 8,750, A. Dixon, 15th inst.—San Francisco, 12th ult. Gen.—P. M. S. Co.	Nile, Br. s.s. 3,185, G. S. Lapryk, 19th inst.—San Francisco, 16th ult. Gen.—P. M. Co.	Suedmark, Ger. s.s. 3,359, S. Karberg, 19th inst.—Manila, 16th inst. Gen.—H. A. L.
Manchuria, Am. s.s. 8,750, A. Dixon, 15th inst.—San Francisco, 12th ult. Gen.—P. M. S. Co.	Gernia, Ger. s.s. 5,555, J. Henken, 19th inst.—Singapore, 22nd inst. Gen.—Orr.	Hoerde, Ger. s.s. 3,358, Hansen, 20th inst.—Singapore, 13th inst. Gen.—H. A. L.
Manchuria, Am. s.s. 8,750, A. Dixon, 15th inst.—San Francisco, 12th ult. Gen.—P. M. S. Co.	Monteagle, Br. s.s. 3,953, A. J. Halley, 20th inst.—Shanghai, 17th inst. Gen.—C. P. R. Co.	Halvard, Norw. s.s. 1,066, C. Beck, 21st inst.—Balepapan, 13th inst. Gen.—T. and Co.
Manchuria, Am. s.s. 8,750, A. Dixon, 15th inst.—San Francisco, 12th ult. Gen.—P. M. S. Co.	Onsang, Br. s.s. 1,959, Picknell, 20th inst.—Singapore, 12th inst. Gen.—J. M. & Co.	Tenyo Maru, Jap. s.s. 13,454, Ernest Bent, 21st inst.—Shanghai, 19th inst. Gen.—T. K. K.
Manchuria, Am. s.s. 8,750, A. Dixon, 15th inst.—San Francisco, 12th ult. Gen.—P. M. S. Co.	Dagfin, Norw. s.s. 898, A. T. Salvesen, 22nd inst.—Saigon, 15th inst. Rice etc.—Order.	Hue, Fr. s.s. 710, Cornuelsen, 22nd inst.—Haiphong, 21st inst. General—A. R. Marty.
Manchuria, Am. s.s. 8,750, A. Dixon, 15th inst.—San Francisco, 12th ult. Gen.—P. M. S. Co.	Jelunga, Br. s.s. 3,360, T. K. O. Sullivan, 22nd inst.—Moji—17th inst. Coal and General—M. & Co.	Kloto, Br. s.s. 4,020, J. A. Smith, 22nd inst.—Singapore, 15th inst. Case oil & Gen.—S. T. & Co.
Manchuria, Am. s.s. 8,750, A. Dixon, 15th inst.—San Francisco, 12th ult. Gen.—P. M. S. Co.	Luchow, Br. s.s. 1,221, Meathrel, 22nd inst.—Shanghai, 19th inst. Gen.—B. and S.	Satsume, Br. s.s. 2,690, F. G. Firmin, 21st inst.—New York, 14th Jan. Gen.—D. & Co.
Manchuria, Am. s.s. 8,750, A. Dixon, 15th inst.—San Francisco, 12th ult. Gen.—P. M. S. Co.	Talsho Maru, Jap. s.s. 2,637, G. Shimidzu, 21st inst.—Wei-hai-wei, 15th inst. Gen.—M. B. K.	Tijpanas, Dut. s.s. 2,444, A. Oldenburger, 22nd inst.—Java, 21st inst. Gen.—J. O. J. L.
Manchuria, Am. s.s. 8,750, A. Dixon, 15th inst.—San Francisco, 12th ult. Gen.—P. M. S. Co.	Chipsang, Br. s.s. 1,130, Shouk, 24th inst.—Wei-hai-wei, 19th inst. Gen.—J. M. & Co.	Learter, Br. s.s. 1,340, Wawn, 24th inst.—Saigon, 19th inst. Rice & Gen.—Chinese.
Manchuria, Am. s.s. 8,750, A. Dixon, 15th inst.—San Francisco, 12th ult. Gen.—P. M. S. Co.	Loongsang, Br. s.s. 1,095, W. G. G. Leach, 24th inst.—Manila, 21st inst. Gen.—J. M. & Co.	Mishima Maru, Jap. s.s. 2,370, F. L. Sommer, 24th inst.—Middlebrough, 3rd ult. Gen.—N. Y. K.

Sunkiang, Br. s.s. J. Robinson, 23rd inst.—Haiphong, 20th

Consignees

BARBER LINE OF STEAMERS

NOTICE TO CONSIGNEES.

The Steamship "SATSUMA" FROM NEW YORK. CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Ltd. at Kowloon, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 25th prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst., at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

THE AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

From NEW YORK and SINGAPORE.

THE Steamship

"KIOTO," Captain J. A. Smith, having arrived from the above Port, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on Monday, 30th inst., at 10 a.m.

All Claims must be presented within FIFTEEN DAYS of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 30th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN TOMES & Co. Agents.

Hongkong, 23rd Mar., 1914. [1188]

COMPAGNIE DES MAS-

SAGERIES MARITIMES.

NOTICE TO CONSIGNEES

s.s. "AMAZONE"

Consignees of Cargo from London ex s.s. "NORMAND" and "BASQUE."

Consignees of Cargo from Havre ex s.s. "NORMAND"

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong Kowloon Wharf & Godown Co., Ltd. at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remained unclaimed after 28th inst. at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 30th inst. or they will not be recognized.

All damaged packages will be examined on 28th instant at 10 a.m.

No Fire Insurance has been effected.

S. C. DE BUSSIERRE, Acting Agent.

Hongkong, 22nd Mar., 1914. [1189]

Public Companies

NOTICE.

WE have this day admitted Mr. EDWARD JOSEPH NORONHA a Partner in our Firm and have authorized Mr. JULIO ALBERTO BASTO to sign the firm per prostration. NORONHA & CO. Hongkong 23rd March, 1914.

THE HONGKONG ROPE MANUFACTURING CO., LTD.

THE 30TH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office, St. George's Building, 6, Connaught Road, Victoria, on Tuesday, the 31st March, 1914, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1913, and electing a Consulting Committee and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from Thursday, the 26th March to Tuesday, the 31st March, 1914, both days inclusive. SHEWAN TOMES & Co. General Managers. Hongkong, 18th March, 1914.

CHINA SUGAR REFINING CO., LTD.

NOTICE.

THE Thirty-Sixth Ordinary Annual Meeting of the Shareholders of the above Company will be held at the Offices of the General Agents, Pedder's Street, on MONDAY, the 30th March at 11 a.m. for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December 1913. The Transfer Books of the Company will be CLOSED from the 17th to 30th March, both days inclusive. JARDINE, MATHESON & Co., Ltd., General Agents, Hongkong, 10th March, 1914.

LUZON SUGAR REFINING CO., LTD.

NOTICE.

THE Thirty-Second Ordinary Annual Meeting of the Shareholders of the above Company will be held at the Offices of the General Agents, Pedder's Street, on MONDAY, the 30th March at 11.5 a.m. for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December 1913. The Transfer Books of the Company will be CLOSED from the 17th to 30th March, both days inclusive. JARDINE, MATHESON & Co., Ltd., General Agents, Hongkong, 10th March, 1914.

THE HONGKONG & WHAM-POA DOCK CO., LTD.

THE ORDINARY YEARLY MEETING OF SHAREHOLDERS

will be held in the office of the Company, 2 Queen's Buildings, Connaught Road, Hongkong, on Monday, 30th March, at 12 o'clock (noon) for the purpose of receiving the Report of the Directors and statement of Accounts to 31st December 1913. The TRANSFER BOOKS of the Company will be CLOSED from the 23rd to 30th March, 1914, both days inclusive. By Order of the Board of Directors, GEO. A. CALDWELL, Secretary.

HONGKONG ICE COMPANY, LIMITED.

THE Thirty-Third Ordinary Annual Meeting of Shareholders will be held at the Offices of the General Managers at 12 noon on Monday, 6th April to receive a Statement of the Company's Accounts to 31st December, 1913, and the Report of the General Managers. The Transfer Books of the Company will be closed from the 26th instant to 6th prox. both days inclusive. JARDINE, MATHESON & Co., Ltd., General Managers. Hongkong, 23rd Mar., 1914.

Notice

INTIMATION.

M. GAINS wishes to inform the ladies of Hongkong that she is opening her dressmaking dept. on April 1st.

She has engaged the services of an experienced dressmaker and can guarantee satisfaction. Charges very moderate. 6, Des Vaux Road.

Notices

ROYAL HONGKONG GOLF CLUB

Owing to the destruction of the Ladies' match by fire, there will be NO ACCOMMODATION FOR LADIES AT FANLING, until the new Bungalow is completed. By Order.

ROYAL HONGKONG YACHT CLUB.

Commodore's Cups.

THE RACE for the above cups will be sailed on Saturday next, 28th inst. starting from the Club House at 2 p.m. Course No 14:—Rock about 1 mile S. W. of Kauichau (port), 14.8 miles. The handicap will be circulated to members later.

NOTICE.

THE HONGKONG SCHOOLS' ATHLETIC SPORTS

will be held on the Race-course, by kind permission of the Jockey Club, on MONDAY, April 20th, commencing at 12 noon. Entries close on April 1st and Heats will be run on the Race-course, on Wednesday, April 15th. Usual races for Old Boys. Entrance Fee 50 cents. J. SMITH, W. H. VIVEASH, Hon. Secs.

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka. Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor, Hongkong, 29th Jan., 1912.

MAN LOONG.

FIRST-CLASS PRESERVES, GINGER AND SWEET MANUFACTURERS.

Factory at Yuenai.

OFFICE: No. 36, Des Vaux Road, W. Telephone No. 177 & K. 12.

WE are the leading Manufacturers in this class of Goods. Our Fruit & Gingers are all fresh and of the first pick. Our Syrup is prepared from the best quality of Sugar. We give our special attention to our business and sanitary arrangements.

DRAGON CYCLE CO.

DES VEAUX ROAD CENTRAL.

MOTOR CARS ON HIRE

\$6 & \$8 Per Hour.

Tel. 482. Cable Add. "LAURITSAN"

SINGON & CO.

Established A.D. 1880.

IRON, STEEL, METAL AND HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. Nos. 35 and 37, King Loong Street, (2nd Street, west of Central Market) Telephone No. 515.

EUROPEAN AGENCY.

WHOLESALE buying agency

undertaken for all British and Continental goods, including—

Books and Stationery, Boots, Shoes and Leather, Chemicals and Druggists' Sundries.

China Earthenware and Glassware, Cycles, Motor Cars and Accessories, Drapery, Millinery and Piece Goods, Fancy Goods and Perfumery, Hardware, Machinery and Metals, Jewellery, Plate and Watches, Photographic & Optical Goods, Provisions and Oils, etc., etc.

Commission 2 1/2% to 5%. Trade Discounts allowed. Special Quotations on Demand. Sample Cases from £10 upwards. Consignments of Produce sold on Account.

WILLIAM WILSON & SONS

(Established 1814).

25, ABCHURCH LANE, LONDON, E.C.

Cable Address: "Annulre," London

USE. G. N.

AND GUARD AGAINST PLAQUE

CHINA COMMERCIAL Co., 3 Duddell St

Banks

INTERNATIONAL BANKING CORPORATION.

Head Office: 60, Wall Street, New York

London Office: 14, Bishopsgate, E.C.

BRANCHES:

Bombay, Calcutta, Canton, Cebu, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Mexico, Peking, San Francisco, Shanghai, Singapore, Yokohama.

Capital and Surplus: Gold \$2,000,000 equal to £400,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, and for one year at 4 per annum, or for shorter periods, at rates, which may be ascertained on application.

LETTERS OF CREDIT AND DRAFTS granted on all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

George Hogg, Manager, 100, Queen's Road, Hongkong.

THE YOKOHAMA SPECIE BANK LIMITED.

Established 1880.

Authorized Capital Yen 48,000,000

Paid-up Capital " 30,000,000

Reserve Fund " 18,500,000

Head Office.—YOKOHAMA.

Branches: Antwerp, London, New York, San Francisco, Shanghai, Singapore, Yokohama.

Agencies at: Hankow, Harbin, Kobe, Peking, Port Arthur, San Francisco, Shanghai, Singapore, Yokohama.

Interest Allowed on Current Account. Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager. Hongkong, 30th Sept., 1913. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE.—LONDON.

Paid-up Capital £1,200,000

Reserve Fund £1,700,000

Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT, Acting Manager. Hongkong, 11th April, 1912. [22]

Notices

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up £1,250,000.)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application.)

The Office of TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN TOMES & Co. General Managers. Hongkong, 19th March, 1908. [3]

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 A.M. to 8.00 A.M. Every 15 Min.

8.00 A.M. to 10.00 A.M. " 15 Min.

10.00 A.M. to 12.00 P.M. " 15 Min.

12.00 P.M. to 1.00 P.M. " 15 Min.

1.00 P.M. to 2.00 P.M. " 15 Min.

2.00 P.M. to 3.00 P.M. " 15 Min.

3.00 P.M. to 4.00 P.M. " 15 Min.

4.00 P.M. to 5.00 P.M. " 15 Min.

5.00 P.M. to 6.00 P.M. " 15 Min.

6.00 P.M. to 7.00 P.M. " 15 Min.

7.00 P.M. to 8.00 P.M. " 15 Min.

8.00 P.M. to 9.00 P.M. " 15 Min.

9.00 P.M. to 10.00 P.M. " 15 Min.

10.00 P.M. to 11.00 P.M. " 15 Min.

11.00 P.M. to 12.00 P.M. " 15 Min.

12.00 P.M. to 1.00 P.M. " 15 Min.

1.00 P.M. to 2.00 P.M. " 15 Min.

2.00 P.M. to 3.00 P.M. " 15 Min.

3.00 P.M. to 4.00 P.M. " 15 Min.

4.00 P.M. to 5.00 P.M. " 15 Min.

5.00 P.M. to 6.00 P.M. " 15 Min.

6.00 P.M. to 7.00 P.M. " 15 Min.

7.00 P.M. to 8.00 P.M. " 15 Min.

8.00 P.M. to 9.00 P.M. " 15 Min.

9.00 P.M. to 10.00 P.M. " 15 Min.

10.00 P.M. to 11.00 P.M. " 15 Min.

11.00 P.M. to 12.00 P.M. " 15 Min.

12.00 P.M. to 1.00 P.M. " 15 Min.

1.00 P.M. to 2.00 P.M. " 15 Min.

2.00 P.M. to 3.00 P.M. " 15 Min.

3.00 P.M. to 4.00 P.M. " 15 Min.

4.00 P.M. to 5.00 P.M. " 15 Min.

5.00 P.M. to 6.00 P.M. " 15 Min.

Banks

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital £15,000,000

RESERVE FUNDS:

Sterling £1,500,000 at 2/-

\$15,000,000

Silver £17,650,000

\$32,650,000

Reserve Liability of Proprietors £15,000,000

COURT OF DIRECTORS.

Hon. Mr. D. Landale, Chairman.

W. L. Pattenden, Esq., Deputy Chairman.

S. H. Dodwell, Esq., C. Goetz, Esq., C. S. Gubbay, Esq., P. H. Holyoak, Esq., O. Landgraf, Esq., J. A. Plummer, Esq., Hon. Mr. E. Shellim, H. A. Siebs, Esq., CHIEF MANAGER: Hongkong—N. J. Stabb, MANAGER: Shanghai—A. G. Stephen. London Bankers—London County and Westminster Limited.

Hongkong—Interest Allowed.

On Current Account at the rate of 2 per cent. per Annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 2 1/2 per cent. per Annum.

For 6 months, 3 per cent. per Annum.

For 12 months, 4 per cent. per Annum.

N. J. STABB, Chief Manager.

HONGKONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3 Per Cent. per annum.

Depositors may transfer at their option balances of £100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 Per Cent. per annum.

For the Hongkong and Shanghai Banking Corporation, N. J. STABB, Chief Manager.

DEUTSCH ASIATISCHE BANK.

Capital Fully Paid-up Sh. Taels 7,500,000

Head Office.—Shanghai.

Board of Directors.—Berlin.

Branches: Berlin, Calcutta, Canton, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsingtau, Yokohama.

LONDON BANKERS: Messrs. N. M. Rothschild & Sons, The Union of London and Smith's Bank, Limited.

Deutsche Bank (Berlin), London Agency.

Direction der Disconto Gesellschaft.

Dresdner Bank.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

R. TIMMERSCHIEDT, Manager. Hongkong, 9th Oct., 1911. [2]

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital £1,500,000

Subscribed " 1,250,000

Paid Up " 562,500

Reserve Fund " 465,000

BANKERS: Bank of England, London Joint Stock Bank, Limited.

Interest allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON, Manager.

THE ALEXANDRA CAFE

Cannot be beaten. If Equalled For Bread, Cakes, Confectionery, men's & Wines & Liqueurs

STRAITS TIN.

The Shipments to China.

The following is an extract from the draft Annual Report of the Committee of the Penang Chamber of Commerce:

During the month of May the New York Metal Exchange forwarded a set of resolutions adopted by their Tin Committee and relating to numerous complaints regarding the quality of Straits Tin, the shortage in weights and illegibility of marks. The attention of your committee was directed to a fact that a large quantity of Straits Tin had been shipped to Hongkong and the Hongkong Chamber of Commerce and the Chartered Bank of India, Australia and China were communicated with, with a view to finding out what became of the Tin so shipped.

The following information was obtained through the Hongkong Chamber of Commerce from four firms engaged in the Tin business in Hongkong in reply to the following questions:

1. Is it for consumption in China?
2. Is it mixed with Chinese Tin?
3. Is it re-exported from China to the United States of America?

Answers.
A Straits Tin is imported by Chinese dealers in Hongkong when its price is cheaper than Chinese Tin.

(1) It is for consumption in China, i.e., Shanghai, Foochow and Chaochow.
(2) It is mixed with Chinese Tin.
(3) It is not re-exported from China to the United States of America.

B Straits Tin which has lately been considerably cheaper than the Tin produced in China, has been imported:

(1) Partly for consumption in China.
(2) Almost always mixed with Chinese Tin.

(3) Sometimes re-exported in this condition as Chinese Tin.

C (1) Straits Tin is used for consumption in China to make joss paper, domestic articles and articles to be placed on the altar.

(2) Straits Tin is sometimes mixed with China Tin, i.e., if Hongkong is well stocked with Tin of low quality which does not contain 96 per cent. Straits Tin will be mixed to bring the Hongkong Tin up to 96 per cent. The same is the case with Hongkong Tin of 98 per cent. 99 per cent. purity.

(3) Straits Tin in the original state and form has never been exported from Hongkong either to America or to Europe but only mixed with China Tin.

D For about eight years back, Straits Tin has not been imported into this Colony to any appreciable extent owing to its high price.

It is the practice of Tin Exporters in this Colony to re-melt and mix Yunnan and Kwongsei Tin, the latter being a superior tin and almost equal in quality to the Straits Tin which when mixed in this way brings up the percentage of the Yunnan Tin. Recently, however, there has been a scarcity of Kwongsei Tin and as a result prices for same have ruled somewhere in the neighbourhood of Straits Tin prices.

It is reported in the local market that owing to the high price of Kwongsei Tin, certain Chinese firms lately imported 200 to 300 ingots of Straits Tin which was doubtless used for assimilation of the Chinese Produce.

(1) Not generally.
(2) Yes, we believe it is, for the purpose of increasing the percentage of China Tin of lower grade. It is re-melted and mixed with China Tin and made into smaller ingots (the standard size) for re-export.

(3) It is re-exported (after being re-melted and mixed with China Tin as indicated in the preceding answer) to Europe, the United States of America and North of China.

The Chartered Bank replied that shipments of Straits Tin to Hongkong are not normal, but are due to the fact that the relative value of the Straits Tin recently has been lower than the local rate, in addition the former is believed to be 99 per cent. pure against about

TEMPERANCE CAMPAIGN IN CLUBLAND.

Ginger Beer Taking Place of Gin.

There are many signs and portents just now to indicate that the British nation, with London taking the lead, is becoming more and more temperate in most things (omitting torpedoes and the cinema fever). Most encouraging of all is the fact that strong drink is losing its grip on the town and that Clubland is taking the lead in a refreshing campaign of barley water and ginger beer imbibition.

More in sorrow than in anger the hotels are following suit, and Master Macnamara, a popular and entertaining Master of the Supreme Court, has cheered the members of the Royal Courts of Justice and Legal Temperance Society by describing to them the new tidal wave of teetotalism which has engulfed his own club—a West End caravanserai with a stirring history which goes back to the "glorious" old three-bottle days. There is, he says, more barley water and mineral water drunk there than alcohol, and the same may be said of several other clubs.

An Extraordinary Change.
"In fact," said the secretary of a very famous and exclusive Bohemian club, to a *Daily News* representative, "the change in the habits of the appetite, and the thirst of the present day club man is extraordinary compared with the condition of affairs five or ten years ago. Golf, I think, began it and to-day the fresh air and exercise cult is all-pervading. In our own club we have taken up the barley water craze with enthusiasm, and though—by reason, mainly, of weather influences—it is the closed season for that refreshing beverage just now, there is a continual run on temperance drinks. Our most popular morning drink is a 'Macardy'—a pint glass of coffee made with hot milk, with just a dash of whipped cream in it and a nip of brown sugar for flavouring."

It is so named because it is the invention of a member whose name is McHardy—a quiet, retiring little Scotsman, who has suddenly leapt into fame by the popularity of his warming but innocuous brew. Between eleven and lunch time practically everybody who comes into the club has a Macardy instead of the old, insidious gin and vermouth which used to be the standard morning tipple here. And I am told that even at the Athenaeum glasses of Macardy are on tap in the early hours, though it is known by a different name, very scientific and profound, and charged for accordingly.

Another encouraging sign of the times in clubland is the extent to which the fashion of afternoon tea has grown. The one-time general whiskey and soda at 4 p.m. or thereabouts is now practically a vice of the past. China tea, delicately brewed, to eat cakes, and sweets are now the thing, and even the afternoon bridge enthusiasts have fallen willing victims to "the tinnabulation of the spoon."

Of course, certain old fogies growl at this exhilarating march of progress.

"Barley water, ginger-pop, tea, and—crumpets, ugh!" said one of them. "We shall be having waitresses in the club next! Charles, bring me a small bottle of '75, and see that the chill is taken off!"

99 per cent. for Chinese Tin. It appears that the imported article is mixed with the local variety and in its amended form is exported in the usual course to the United States of America and the Continent. It is further stated that the Tin is stocked in Hongkong as a gamble owing to its relative cheapness, and later on it is absorbed in Canton, Swatow and Shanghai. The solution of the question is probably to be found in a combination of the above statements.

SILIMPON COAL BUNKERS
can be supplied cheap Rates.

SANDAKAN & SEBATTIK (British North Borneo). At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNE.

POST OFFICE.

On and after April 1st the Western Branch Post Office (situated in the old Harbour Office in rear of the Western Market North Block) will be open daily from 7 a.m. to 9.30 p.m. on week days and from 8 a.m. to 8 p.m. on Sundays and Holidays for the transaction of post-business e.g. sale of stamps registration etc. Direct mails to Canton are made up at this office.

Chinese registered correspondents will not be delivered on a signature only. The Club of a firm of standing will in each be instructed not to part with any registered article until the above regulation has been complied with.

The Devanha, with the mail from (London via Siberia) of Saturday the 7th inst., is due to arrive here to-morrow.

The Nippon Maru with the American mail, is due to arrive here to-morrow.

The Empress of India with the Canadian Mail is due to arrive here on Saturday, the 28th inst., at 5 a.m.

MAIL DUE.
Siberian, Devanha, 27th inst.
American, Nippon Maru, 27th inst.
Canadian, E. of India, 28th inst.

MAILS VIA SIBERIA.
Left London Mar. 7 Due Shanghai Mar. 23.

MAILS CLOSE TO-DAY
Japan via Kobe—Per TOTOTRI MARU, 26th inst., 5 p.m.
Amoy—TJIPANAS, 26th inst., 5 p.m.

TO-MORROW.
Haiphong & Pakhoi—Per SUNGLIANG, 27th inst., 9 a.m.
Swatow, Amoy and Foochow—Per HAITAN, 27th inst., 10 a.m.
Japan via Kobe—Per ONSANG, 27th inst., 11 a.m.
Straits, Ceylon India via Bombay—Per RANGOON MARU, 27th inst., 11 a.m.
Shanghai, and North China—Per KIOTO, 27th inst., 11 a.m.
Straits—Per AMBRIA, 27th inst., noon.
Straits and India via Calcutta—Per JAPAN, 27th inst., 2 p.m.
Bangkok—Per SELUM, 27th inst., 4 p.m.
Tientsin—Per CHIPSHING, 27th inst., 5 p.m.
Swatow, Shanghai & North China—Per KWONGSANG, 27th inst., 5 p.m.

SATURDAY, 28th Mar.
Swatow—Per JOHANNES 28th inst., 8 a.m.
Japan via Kobe—Per INAHO MARU, 28th inst., 10 a.m.
Straits, Burma, Ceylon, Aden, Western Australia, India, Aden, Egypt, and Europe via Brindisi (Late Letters 11 a.m. to noon, Extra Postage 10 cents) (Supplementary mail on board up to the time fixed for departure of the mail (Extra Postage 10 cents) (Letters posted in time for the first clearance will be included in this contract mail). The Parcel mail will be closed on Friday the 27th inst., 5 p.m.—Per DEVANHA, 28th inst., 11 a.m.

Philippine Islands—Per LOONGSANG, 28th inst., 1 p.m.
Wei Hai Wei, Chefoo & Tientsin—Per KUIHOW, 28th inst., 3 p.m.

Shanghai and North China (Europe via Siberia)—Per CHENAN, 28th inst., 5 p.m.

Swatow, Wei-hai-wei, Chefoo & Tientsin—Per CHIPSHING, 28th inst., 5 p.m.

SUNDAY, 29th Mar.
Swatow—Per HAIMUN, 29th inst., 9 a.m.
Swatow, Amoy & Formosa via Tamsui—Per DAIJIN MARU, 29th inst., 9 a.m.

MONDAY, 30th Mar.
Philippine Islands, Japan via Nagasaki, Honolulu, Canada, United States and South America, via San Francisco—Per NILE, 30th inst., 9 a.m.
Shanghai, and North China—Per HANGSANG, 30th inst., 5 p.m.

TUESDAY, 31st Mar.
Swatow, Amoy and Foochow—Per HAIYANG, 31st inst., 10 a.m.
Shanghai & North China—Per SHAO-SHING, 31st inst., 11 a.m.
Shanghai & North China Japan via Kobe—Per KUSANG, 31st inst., 1 p.m.
Philippine Islands—Per TAMING, 31st inst., 3 p.m.

WEDNESDAY, 1st April.
Swatow—Per HAIMUN, 1st April, 10 a.m.

Shanghai and North China, Japan via Nagasaki, Victoria and Tacoma—Per MEXICO MARU, 1st April, noon.

THURSDAY, 2nd April.
Shanghai, North China, Japan via Nagasaki, Honolulu, Canada, United States and South America, via San Francisco—Per OF JAPAN, 2nd April, 10 a.m.
Shanghai & North China—Per ANHUI, 2nd April, 3 p.m.
Philippine Islands—Per RUBI, 2nd April, 3 p.m.

FRIDAY, 3rd April.
Swatow, Amoy and Foochow—Per HAITCHING, 3rd April, 10 a.m.
Straits, India via Calcutta—Per NAMBANG, 3rd April, 1 p.m.

SATURDAY, 4th April.
Shanghai & North China, Japan via Nagasaki, Honolulu, Canada, United States, S. America, via San Francisco (Europe via Siberia)—Per TENYO MARU, 4th April, 11 a.m.
Philippine Islands—Per YUENSANG, 4th April, 1 p.m.

SHIPPING NEWS.

ARRIVED.

Ambria, Ger. s.s. 3,363, 26th inst.—Shanghai, 22nd inst. Gen.—H. A. L.

Chenan, Br. s.s. 1,350, Lloyd W. Jones, 26th inst.—Shanghai, 23rd inst. Gen.—B. and S.

Daijin Maru, Jap. s.s. 890, W. M. M. Kani, 26th inst.—Swatow, 25th inst. Sundries—Q. S. K.

Haitan, Br. s.s. 1,182, J. P. R. R. R. 26th inst.—Swatow, 25th inst. Gen.—D. L. and Co.

Hangsang, Br. s.s. 1,356, S. Wade, 26th inst.—Swatow, 25th inst. Gen.—J. M. & Co.

Johanne, Ger. s.s. 3,352, H. P. Ulderup, 26th inst.—Haiphong, 25th inst. Gen.—J. & Co.

Keong Wai, Ger. s.s. 1,115, R. Peterson, 25th inst.—Bangkok, 20th inst. Rice & Wood—B. & S.

Kuelchow, Br. s.s. 1,250, Forsyth, 25th inst.—Tientsin, 18th inst. Gen.—B. & S.

Rangoon Maru, Jap. s.s. 3,310, Y. K. Mochizuki, 25th inst.—Moji, 20th inst. Gen.—N. Y. K.

Tatsumi Maru, Jap. s.s. 3,755, A. E. Moses, 26th inst.—Singapore, 20th inst. Gen.—N. Y. K.

Toyora Maru, Jap. s.s. 1,953, 25th inst.—Moji, 19th inst. Coal—M. B. K.

DEPARTED.

March 26.

Seam Choon for Rangoon
Mahlille for Haiphong via Hoilow
Kinn Maru for Yokohama via Kobe
Wa Sun for Macao
Kajo Maru for Poochow via Swatow
Haimun for Swatow
Hupen for Kanton
Glenearn for Yokohama via Shanghai
Samsor for Singapore via Hoilow
Yamato Maru for Cebu via Swatow
Arcadia for Shanghai
Alconous for Korea via Shanghai

CLEARANCES AT THE HARBOUR OFFICE.
March 25.

We Sun for Macao
Hue of Haiphong via K. O. Wan
America for K. O. Wan
Sungking for Haiphong
Manchuria for San Francisco

March 26.
Rangoon Maru for Bombay
Oland for Bangkok
Luchow for Shanghai
Chunan for Canton
Kuelchow for Canton
Kioto for Yokohama
Hangsang for Saigon
Totoni Maru for Kobe

PASSENGERS ARRIVED.
For s.s. Daijin Maru from Swatow on the 26th inst.—Capt. Herrero.

SHIPS PASSED THE CANAL
London, 13th March

Arrivals from China—Indrakula, Rhosus.

The following vessels have passed the Canal—Bohemia, Glenearn, Goben, Japan, Kitano Maru, Monmouthshire, Polens, Persens, Prinzess Alice Traquebar, Egmont Castle, Ureola Blokmoe.

Arrivals from China—Silesia.

The following vessels have passed the Canal—Benlawers, Brasilia, Othay, China, Helous, Indran, Kaga Maru, Nippon, Nyanza, Preussen, Paul Leont.

Arrivals from China—Goeben Phenix, Kiano Maru.

The following vessels have passed the Canal—Agamemnon, Andalusia, Calchas, Erroll, Annam, Sunda, Delia, Magellan.

London, 24th March.
Arrivals from China—Bohemia, Kafia.

The following vessels have passed the Canal—Himalaya, Hyson, Almark, Nordener, Yangtze, Proteus, Benmohr.

Oysters, Fresh, Fried or Stewed
Findon Haddock, Kippers &
ALEXANDRA CAPE.

WEATHER REPORT.

On the 26th at 11.05—The anticyclone is still central over N. China. It has extended southward and eastward.

Pressure has increased slightly to moderately in all districts except over the Philippines, where it has decreased slightly.

Strong monsoon is indicated along the east coast of China, and moderate monsoon over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.02 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.
1 Hongkong and Neighbourhood..... 2 winds, strong to fresh; cloudy.
2 Formosa Channel..... N.E. gale.
3 South coast of China between H.K. and Loochoo..... The same as No. 1.
4 South coast of China between H.K. and Hainan..... The same as No. 1.

China Coast Meteorological Register.
26th March, a.m.

Station. Hour. Barometer. Temperature. Humidity. Wind. Force. Weather.

Wootook 7a 30.27 15 wsw 0 c
Nemuro 6a 29.93 w 5 c
Hakodate 30.13 wsw 6 c
Tokyo 30.04 ene 6 c
Kochi 30.13 nsw 2 c
Nagasaki 30.21 n 2 c
Kobima 30.13 nw 1 c
Osaka 30.34 ne 6 c

Chaofo 30.49 33 69 sw 3 b
Wanhai 30.45 40 ne 2 b
Shanghai 30.33 43 ene 6 cv
Sheny P. 30.32 55 ene 6 cv
Amoy 30.18 56 75 ne 5 o
Swatow 30.11 57 94 e 3 o
Taichu 30.25 ne 4 o
Tainan 30.09 n 6 c
Kohun 30.04 n 6 c
Flores 30.13 ne 10 c
Canton 30.13 64 94 ne 1 o
H'kong 30.11 65 94 e 5 o
Gap Book 30.05 e 4 o
Macao 30.09 67 ne 2 od
Wahpo 30.04 70 ene 5 o
Hohow 29.94 73 ene 5 o
Tientsin 29.99 71 w 1 o
Aparri 29.95 63 ne 0 b
Legaspi 29.93 78 ne 2 b
Hollid 29.99 82 ne 2 b
Cebu 29.93 84 e 1 c
Labuan 29.93 84 e 1 c

METEOROLOGICAL.
Previous Day On date On date at 2 p.m. 6 a.m. at 2 p.m.
Barometer 29.93 29.97 29.99
Temperature 70 81 80
Humidity 72 65 65
Wind Direction 8 SE 8
Force 2 1 2
Weather 0 of 0
Rain 0 of 0
State of sky (Temperature on the 26th lowest) 72

H.K. Observatory, 24th Mar.
T. F. CLAXTON, Director.

Hongkong, Observatory, Mar. 26th.
1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.
2 Temperature, in the shade, in degrees Fahrenheit.
3 Humidity, in percentage of saturation, the Humidity of air saturated with moisture being 100.
4 Direction of Wind, to two points.
5 Force of Wind, according to Beaufort Scale.
6 State of Weather, b blue sky, o detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing shower, r squally, r rain, s snow, t thunder, v visibility, w dew wet.
7 Rain in inches, tenths and hundredths.

Freight Line.
NEXT SAILING FROM HONGKONG.

OUTWARD.
About 30th Mar. Helgoland 27th April.
Norderney 13th April. Borkum 11th May.

HOMEWARD.
For Havre, Emden and Hamburg Bremen: Norderney about 1st of June.
For Havre, Emden and Hamburg Bremen: Norderney about 1st of June.
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THE PENINSULAR AND ORIENTAL S. N. CO. ENGLISH MAIL.

Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named:

For LONDON, via U. S. Steamer Devanha, Capt. W. R. Hickey. To Sail On 28th Mar. Remarks Freight & Passage.

LONDON & ANTWERP via Singapore, Penang, Cebu, Port Said, & Marseilles. Steamer Malta, Capt. G. W. Cookman, R.N.R. about 1st Apr. Freight & Passage.

SHANGHAI, KOBE, AND YOKOHAMA. Steamer Namur, Capt. A. Collyer, about 3rd Apr. Freight & Passage.

SHANGHAI. Steamer Delta, Capt. W. R. Le Mare, R.N.R. about 9th Apr. Freight & Passage.

All the above steamers are fitted with Wireless Telegraphy. For Freight, or Passage apply to P. & O. S. N. Co.'s office, Hongkong, 26th Mar. 1914.

NORDDEUTSCHER LLOYD. BREMEN.

IMPERIAL GERMAN MAIL LINES.

For Naples, Genoa, Algiers, Gibraltar, Southampton, Awerp & Hamburg. Steamer Prinz Eitel Friedrich, Capt. C. Mundt, 16,000 tons. TUESDAY, 31st Mar. 10 a.m.

SHANGHAI, TSINGTAU, KOBE AND YOKOHAMA. Steamer Prinzess Alice, Capt. J. Borfeldt, 20,300 tons. THURS. 2nd April.

M'LA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY AND MELBOURNE. Steamer Prinz Sigismund, Capt. A. Hutzig, 6,000 tons. SATUR. 18th Apr. 9 a.m.

KOBE. Steamer Prinz Sigismund, Capt. A. Hutzig, 6,000 tons. About TUESDAY, 31st Mar.

JESSELTON, KUDAT & SANDAKAN. Steamer Borneo, Capt. J. Koehler, 9 a.m. THURS. 9th April.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

FREIGHT LINE.

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